

NEAR or FAR  
IS THE SAME  
TO YOU  
WHEN YOU USE  
LAZARUS'  
BIFOCAL GLASSES.

# The China Mail.

ESTABLISHED 1840

May 15, 1920, Temperature 73.

Rainfall 0.00 inch.

Humidity 88.

May 15, 191, Temperature 54.

CHEMICAL  
FIRE EXTINGUISHERS  
TO SUIT ALL  
PURPOSES  
ALLEN ROSS & CO.  
35, Des Voeux Rd. C.

No. 17,951.

六拜禮

號五十五月五年十二百九千一英

HONGKONG, SATURDAY, MAY 15, 1920.

日七廿月三申庚戌年九國民華中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

**W. S. BAILEY & CO., LTD.**  
ENGINEERS and SHIPBUILDERS.  
HONG KONG-KOWLOON.

Marine and Land Engineers, Boilermakers,  
Founders, Motor Boat Builders.

HARBOUR REPAIRS CALL FLAG "L".  
SOLE AGENTS FOR "KELVIN MOTORS".  
Motors from 12 H.P. to 50 H.P. now in stock also spare parts.  
Telephones:—Works K.21; Manager K.399; Harbour Engineer K.120;  
Works Supt. K.410.  
Telegrams:—"SEYBURNEL"

**DRAGON MOTOR CAR CO.**  
(THE EUROPEAN GARAGE).

CARS FOR HIRE IN HONGKONG AND KOWLOON.

Agents in South China for:—

Hudson, Essex, Dodge Brothers and Siddeley-  
Armstrong Motor Cars, Denby Motor Trucks  
and U. S. Tyres.

GARAGE AT  
41 DES VOEUX ROAD.

TEL. 482.

GARAGE AT  
23 NATHAN RD. KOWLOON

## MOSCATINE.

A few drops sprinkled on the hands  
or any exposed part effectually  
prevents the bites of Mosquitoes  
and Sand Flies.

SCRIBERS'

**A. S. WATSON & CO., LTD.,**

The Hongkong Dispensary.

A WELL-KNOWN FACT.

**CAMPBELL MOORE & CO., LTD.**

ARE THE ONLY

EUROPEAN HAIR DRESSERS

IN THE COLONY.

SPECIAL LADIES' SALOON

HONGKONG HOTEL BUILDING.

**YEE SANG FAT CO.**

— JUST ARRIVED —

**SMART  
WHITE SHOES**

WHITE CANVAS  
WHITE RUBBER  
SOLES & HEELS.

Prices \$5.00 to \$8.00 Pair.

**LADIES' WHITE SHOES**

CANVAS UPPERS,

RUBBER SOLES

\$2.50 to \$4.00 Pair.

Also complete Sizes for Girls and Children.

**YEE SANG FAT CO.**

Queen's Road & D'Aguiar Street.  
Telephone 1355.

**DONNELLY & WHYTE.**

WINE MERCHANTS.

TEL. No. 638.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

FRANCE AND CHINA.

PAINLEVE ON THE FUTURE.

LONDON, May 14.

Interviewed by the Paris correspondent of the *Globe* M. Painleve, who is starting to-day for Peking, said the main object of the journey was to maintain and develop French influence in the Far East by increasing intellectual, scientific and technical relations between France and China. None of France's allies need take umbrage at such endeavours. All nations would participate in friendly co-operation in the great efforts China was making to adapt itself to modern conditions and develop its vast resources. He expressed the opinion that China would surprisingly rapidly modernise herself and play an immense part in the history of the world in the future.

SIR JOHN JORDAN.

LONDON, May 11.

Sir John Jordan upon relinquishing his appointment as Minister to Peking, had an audience with the King at Buckingham Palace.

BIG SHIPPING SALES.

WASHINGTON, May 11.

The Shipping Board announces that nine cargo boats, of an aggregate dead weight tonnage of 57,732 tons, have been sold to American shipping companies for 11½ million dollars.

HIGH UP.

WASHINGTON, May 11.

A message from Elcentro, California, says an Egyptian in a Lowell-Smith aeroplane, with three passengers, reached an altitude of 17,100 feet.

THE CONSORTIUM.

WASHINGTON, May 11.

The State Department formally announces the organisation by Britain, France, Japan and the United States of a consortium to provide China with funds to permit her to proceed with economic and industrial development. The American representation will consist of thirty-one banks.

"VORWAERTS."

HOW IT WAS PUBLISHED.

AN AMAZING FEAT.

A daring deed by Herr Friedrich Stampfer, the chief editor of *Vorwaerts*, and half of his editorial staff during "the hundred hours" of Kapp's regime can now be told. It was nothing less bold than the bringing out of an edition of *Vorwaerts* under the very nose of a contingent of Von Luettwitz's troops occupying the *Vorwaerts* building to see that the paper was not issued. At midnight on the Monday Herr Stampfer and his daring colleagues slipped past the military guards into the type setting room and one of the printing rooms not actually occupied. So, by candle light, they set to work to write a leader and various news articles; others did the work of setting them in type; another bold individual who could imitate the peremptory military tone of voice to perfection, "Koppenicked" the telephone operators into putting him through to Dresden and Stuttgart, where he got into communication with *Vorwaerts* correspondents and obtained the latest news from these centres. Through the night, till 5 o'clock, work went on; and it was a thirsty band which surveyed the printing machine ready to do its work. One of them had a happy idea. He slipped down to where the soldiers were preparing their morning coffee, chatted amiably with them, and returned to his journalistic conspirators with several great cans of excellent steaming coffee, which was used for the toast of "Frustrate the Knavish tricks" of Kapp and Von Luettwitz. Then a printing machine set to work slowly and quietly, while one of the band slipped out of the building with a matrix under his overcoat to carry to the Spandau suburb, where printing plant was known to be available.

Thousands after thousands of copies came from the printing machine, and they were smuggled out of the building. Something like 15,000 copies had been printed when the commander of the guard picked up his ears and came to investigate the cause of the rumbling noise. He was astonished to see a machine printing copies of the newspaper, which was to him unknown. Of course he had the machine stopped and the few copies lying about destroyed. But the great adventure was over; 15,000 copies of *Vorwaerts* had disappeared; and so had Herr Stampfer and his colleagues. At Spandau 20,000 copies were printed.

WEEKLY SHARE REPORT.

Messrs. V. Logan & Co. report on May 14:

Our local market has not been so active since our last report and rates in most cases have shown a tendency to weaken, prospective buyers holding off hoping for lower rates. The Shanghai Market is also quiet with little business reported.

Banks.—Hongkong and Shanghai Banks, after sales at \$625, are wanted at \$622½.

Marine Insurances.—Canton, sales took place during the week at \$445. Unions have advanced and shares could be placed at \$192½ with sales reported at \$195.

Shipping.—Douglases, after sales at \$87½, have sellers at that rate. Indo-Chinas (deferred) have risen from our last quotation of \$180 to a buying rate of \$200 (London Register).

Macao Steamboats are "quiet" with sellers at \$24½. Sar Fernes are obtainable at \$30 with buyers at \$29. Shell Transports have buyers at 210½ with sellers at 220½.

Refineries.—China Sugars, remain about the same as last week with sales reported at \$227. Malabons could be placed at \$48½.

Docks and Wharves.—Kowloon Wharves are quiet with sellers at \$86. Kowloon Docks after sales at \$150½ are wanted at \$151½. Shanghai Docks have eased off slightly but shares could be placed at Tls. 132.

Miscellaneous.—Cements have changed hands at \$7.10 and more shares are wanted at that rate. The following are all buying quotations:—China Lights (old) \$84 and (new) \$84; Hongkong Ropes \$20; Hongkong Tams \$58; Steam Laundries \$44; Waterboats \$13; Dairy Farms \$25 and Wanchans \$27½.

NEWSPAPERS RAISING PRICES.

London, April 11.—The paper situation is more acute than ever. Pulp prices are now seven times as high as before the war and threaten to go higher. Many newspapers, especially weeklies, are again raising their prices or reducing the number of their pages. The Government are being urged to take action with a view to encourage the increase of supply of raw material, especially from the Dominions. Publishers both in England and America are greatly curtailing their supplies to the public, reducing the space available for advertising and largely increasing advertising rates.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

"ADMIRAL SIMS" STATEMENTS.

Washington, May 11th. Replying to Admiral Sims' charges, Mr. Daniels told the Senate Committee that Admiral Sims belittled the work of the American Navy in contrast to the work of the British Navy, because he coveted British honours.

Mr. Daniels declared that Admiral Sims in war-time failed to appreciate the paramount importance of protecting transports. Mr. Daniels contended that if anybody in the Navy Department had been anti-British, Admiral Sims would not have been sent to London. Mr. Daniels preferred the "bold and audacious policies" of the Navy Department which he declared, were delayed owing to Admiral Sims' opposition and British Admiralty's lack of faith in the practicability of some of them. Mr. Daniels concluded urging the continuance of Anglo-American mutual co-operation which in war-time had led to mutual esteem and fellowship.

THE STEAMER "ANGHIN."

Colonbo, May 11th. The steamer *Anghin*, mentioned in a cable of May 10th, has arrived. The fire is still burning in the cargo of beans. Surveyors have been called in.

AMERICAN BLUEBEARD.

Los Angeles, May 11th. Watson, the American Bluebeard, pleaded guilty to the charge of murder and was sentenced to life imprisonment.

AMERICAN EX-SERVICE MEN.

Washington, May 11th. Republican members of the House of Representatives Ways and Means Committee have abandoned the proposal to tax the retail sales one per cent. in order to raise funds to relieve ex-service men.

AN HONOUR TO THE  
MERCANTILE MARINE.

Commander Sir Frank Barlett Stuart Nottley, K.B.E., R.D., R.N.R., whose name appears in the honours list published to-day, is the Marine Superintendent of the P. and O. Steam Navigation Company.

His long and interesting career in the mercantile marine began as far back as 1879, when he went to sea as an apprentice in the ship "Borealis". In sailing ships he remained, chiefly in the Australian trade, for a period of seven years, then, as a junior officer, in June 1886, entering the service of the P. and O. Company, in which, in July 1905, he attained the rank of commander. In this capacity he had charge, among other ships, of the "Plassy", engaged in the Indian transport service, for nearly four years. At the termination of the "Medina's" commission as a royal yacht, Captain Nottley took command of that vessel, remaining in her for six years until his appointment by Lord Inchcape to his present position in January 1917.

His early and prolonged service in sailing ships gave Captain Nottley a knowledge and experience of seamanship in its broadest aspect which has become of relatively increasing rarity, as the proportion of British sailing ships has diminished.

Captain Nottley's work as superintendent during the later and more strenuous period of the war was not simplified by the fact that P. and O. ships were running under the Ministry of Shipping and had frequently to be attended, overhauled and restored, under conditions of the utmost difficulty, at distant ports on various parts of the United Kingdom coast. This disturbance of routine, involving a considerable amount of hurried travel, imposed a burden of work altogether unusual, and Captain Nottley, like the responsible overseers of other great lines, met the unusual strain with a success upon the present recognition of which his numerous friends have been glad to congratulate him. Captain Nottley's honour is, indeed, evidence of the official perception of the vital service which was rendered to the national cause by the mercantile marine and, in that sense, it is warmly welcomed in shipping circles.

It may be added that Sir Frank Nottley, who holds the rank of retired commander and the decoration of the Royal Naval Reserve, was for many years a keen and active officer in that branch of Admiralty service; and, in that connection, was employed for some time as an officer in the Navy, after successfully taking the usual preliminary courses in the gunnery and torpedo school.

He is 53 years of age and should, have before him a substantial span of years in which to enjoy the distinction which has now been conferred upon him.

Make a "WALLA WALLA" BOAT to your ship. Phone No. 3516.

## BUSINESS NOTICES

**AERTEX CELLULAR  
DAY SHIRTS**

— AND —  
**TENNIS SHIRTS**

DELIGHTFULLY COOL AND COMFORTABLE.

BE SURE

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AND ASK

LARGEST

FOR

SELECTION

AERTEX

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REFUSE

COLONY

IMITATIONS



MEDICALLY RECOMMENDED

J. T. SHAW  
Tel. 692.

SPECIALIST IN MEN'S WEAR

Tel. 692.

NEXT DOOR HONGKONG HOTEL

**J. ULLMANN & Co.**

French Firm, Established 1880.

Quality, Variety, Perfection.

**ALLSOPP'S**

BRITISH PILSENER BEER

**RAINIER**

AMERICAN PALE BEER

**CALDBECK, MACGREGOR & CO.,**

15, QUEEN'S ROAD CENTRAL.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT.**

In Casks of 75 lbs. net.

In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**

GENERAL MANAGERS

**Disso Bros**  
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2342.

**THE OPTICAL COMPANY**

51, QUEEN'S ROAD CENTRAL.

SPECTACLES, EYEGLASSES, LENSES, etc.

OPTOMETRIST-IN-CHARGE—E. CHAN, OPT. D.

EYES TESTED FREE OF CHARGE.

**HANDLEY PAGE**  
MULTIPLE ENGINEED BIPLANES  
**HANDLEY PAGE LTD.**

Orickwood, London, N.W. 2.

Sole Agents for China  
**PEKING SYNDICATE LTD.**

Sub-Agents for Hongkong and South China  
**W. R. LOXLEY & CO.**

Hongkong







**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"To-Kwa-Wan" Coal Storage.

Codes used  
Bentley's  
A. B. C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"MEMBROS" HONGKONG.

**PUBLIC AUCTIONS**

THE Undersigned have received instructions to sell by Public Auction,  
(For Account of the Concerned),

**TUESDAY,**  
May 18, 1920, commencing at 2.30  
p.m., at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.

A Small Consignment of  
**WHITE GOODS, &c., &c.**  
Comprising:—

Pillow Cases, White Satin Quilts,  
Turkish Towels, Bath Towels, Bath  
Sheets, Double Bed Sheets, Battenberg  
and Drawnwork Bedspreads, Table  
Covers, Crochet and Drawnwork  
Dollies, Table Cloths, Linen Damask  
Serviettes.

A few lots of Bellow Valises, Kit  
Bags, Suit Cases, and Attache Cases.

Also  
Two Pairs Prismatic Binoculars.  
(All new goods and in small lots.)  
Terms:—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, May 12, 1920.

(FOR ACCOUNT OF THE CONCERNED),  
ON

**TUESDAY,**  
May 18, 1920, commencing at  
2.30 p.m., at their Sales Rooms,  
No. 8, Des Voeux Road, Corner of  
Ice House Street.

**TEAKWOOD AND BLACKWOOD FURNI-  
TURE, BRASS AND BRASS-MOUNTED  
BEDSTEADS, TEAKWOOD TWIN  
BEDSTEADS, CARPETS, &c., &c.**  
comprising:—

Chamberfield Sofas, Arm-chairs (new)  
Folding Card and Occasional Tables, One  
Upholstered Suite, Bedroom Furniture,  
comprising Teakwood Twin Bedsteads,  
large and small Wardrobes, Dressing  
Tables, and Chairs, Washstands,  
&c., (fumed Teakwood), Side-  
boards, Dinner Waggon, Extension Din-  
ing Tables and Chairs, &c., Dinner  
Services, Crockery, and Glass Ware,  
Cooking Stoves, Outlets, &c., Bath  
Room Utensils, Electro-Plated Ware,  
Electric Reading Lamps, Blackwood  
and Teakwood Screens, a quantity of  
Blackwood Furniture, Blackwood Fire  
Screens, Side Tables, Chairs,  
Cabinets, Pictures, Carpets new and  
second-hand.

Also  
Four Pianos, One Enamelled Bath,  
Camera, &c., &c.,  
(Full Particulars from Catalogue).

Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, May 12, 1920.

**MITSUBISHI SHOJI  
KAISHA, LTD.**  
(Mitsubishi Trading Co.)  
COAL, GENERAL IMPORTS and  
EXPORTS.

SOLE PROPRIETORS OF  
**TAKASHIMA, OCHI, MUTARI,  
KISHIMOTO, YOSHINOZAKI,  
HOJO, HAMAZUTSU, HAYO, SHIN-  
NEW, KANADA, SIBAL, KAMITA,  
KADA, and OYABAI.**  
AGENTS FOR SAKITO COAL.

Head Office:—TOKYO.

Branches and  
Representatives:—

Nagasaki, Kurume, Wakamatsu, Mito,  
Kure, Kobe, Osaka, Fukuoka, Nagoya,  
Yokohama, Tokyo, Hakodate, Muroran,  
Otaru, Vladivostok, Peking, Tientsin,  
Dairen, Tsingtao, Tientsin, Hankow,  
Singapore, Batavia, London, Paris,  
New York and Seattle.

Cable Address:—IWASAKIHAL

Codes:—A. I. A. B. C. 4th Ed.  
Western Union and Bentley.  
The Mitsubishi Marine  
Agencies for:—& Fire Insurance Co.  
The Osaka Marine &  
Fire Insurance Co.

For Particulars, apply to—  
**G. BAYNE, Manager.**  
No. 14, PRINCE STREET, HONGKONG.

## INTIMATIONS.

### REPULSE BAY HOTEL.

THE MISSES de VINE and TERREY  
SOCIETY ENTERTAINERS  
will introduce

HARMONY and SONG  
at the usual

TEA DANCING and DINNER  
DANCE  
to be held

**TO-DAY**

(SATURDAY), MAY 15th

SUNDAY, MAY 16th

ORCHESTRAL CONCERTS

during

TIFFIN and AFTERNOON.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Final of Championship Singles.  
Final of Championship Doubles.  
Challenge Round of Championship  
Singles.

RESERVED SEATS to witness  
these matches may now be booked with  
Messrs. MOUTRIE & Co. Price \$1  
each.

There will be a limited amount of  
Standing Room, entrance fee to which  
will be 50 cents each.

Dates of above matches, subject to  
weather conditions, 18th, 20th & 25th,  
May.

L. S. GREENHILL.

Hon. Secretary.

Hongkong, May 14, 1920.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that  
the 47th ORDINARY YEARLY  
MEETING of the Society will be held  
at its Head Office, Nos. 3 and 4  
Queen's Buildings, Hongkong, on  
FRIDAY, 21st May, 1920, at Noon,  
for the purpose of receiving the  
Report of the Directors together with  
the Statements of Account to 31st  
December, 1919, and of declaring  
Dividends, etc.

The TRANSFER BOOKS of the  
Society will be CLOSED from 8th  
May to 21st May, both days inclu-  
sive.

By Order of the Board,

C. H. P. HAY,

Deputy General Manager.

Hongkong, May 4, 1920.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that  
the 51st ORDINARY YEARLY  
MEETING of the Company will be  
held at its Head Office, Nos. 3 and 4,  
Queen's Buildings, on FRIDAY, 21st  
MAY, 1920, at 12.30 p.m., for the  
purpose of receiving the Report of  
the Directors together with the State-  
ments of Account to 31st December  
1919, and of declaring Dividends,  
etc.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
8th May to 21st May, both days  
inclusive.

By Order of the Board,

C. H. P. HAY,

Deputy General Manager.

Hongkong, May 4, 1920.

BRITISH TRADERS' INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that  
the 54th ORDINARY YEARLY  
MEETING of the Company will be  
held at its Head Office, Nos. 3 and 4,  
Queen's Buildings, Hongkong, on  
FRIDAY, 21st MAY, 1920, at 12.45  
p.m., for the purpose of receiving the  
Report of the Directors together with  
the Statements of Account to 31st  
December, 1919, and of declaring  
Dividends, etc.

The TRANSFER BOOKS of the  
Company will be CLOSED from  
8th May to 21st May, both days  
inclusive.

By Order of the Board,

C. H. P. HAY,

Deputy General Manager.

Hongkong, May 4, 1920.

THE HONGKONG ELECTRIC  
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that  
the THIRTY-FIRST ORDINARY  
GENERAL MEETING will be held at  
the Company's Office, St. George's  
Buildings, on SATURDAY, 22nd May,  
1920, at 11.30 a.m. for the purpose  
of presenting the Report of the Directors  
together with a Statement of Account  
to 29th February, 1920, and electing  
Directors and Auditors. The TRANS-  
FER BOOKS of the Company will be  
CLOSED from the 15th to the 22nd  
May, 1920, both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & CO.

Agents.  
Hongkong, May 4, 1920.

## WANT ADVERTISEMENTS

35 WORDS & INSERTIONS, \$1. PREPAID.

Each additional word 4 Cents for 3 insertions.

### WANTED.

WANTED.—To Purchase a setter  
or Pointer PUP (dog) apply  
1183 c/o "China Mail."

### TO LET.

TO LET.—Furnished "Ava House"  
May Road. Apply to The  
Hongkong Land Investment & Agency  
Co., Ltd.

### FOR SALE.

STAMPS of Hongkong, China, etc.,  
in fine condition and reasonable  
prices; will send on approval.  
"Stamp Topics," a small monthly  
stamp paper, copy postfree on request.  
THEODORE SIDDALL, Shanghai.

### TO LET.

TO LET.—A SHOP in Nathan Road,  
Kowloon.  
Apply to Humphreys Estate & Finance  
Co., Ltd., Alexander Buildings.

**DAISY  
AIR RIFLES**

Get out in the open  
with a gun—the best  
sport on earth. The  
Daisy gives you all  
the enjoyment of a  
hunting rifle, at a  
very small cost.

The Daisy is made of  
steel—handsonely  
finished. Gives you  
thirty shots a minute.  
Operated by compressed  
air. Most popular  
article for boys sold in  
the Americas.

Repeating and Single  
Shot Models. Ask  
your dealer to show  
you a Daisy Air  
Rifle.

To Dealers: A most  
profitable specialty.  
Write us for terms.

**DAISY MANUFACTURING CO.,**  
Riverside, Illinois, U.S.A.  
Export Office: 22 LOCKWOOD, Manager,  
11 Broadway, New York.

**DAISY  
AIR RIFLES**

Get out in the open  
with a gun—the best  
sport on earth. The  
Daisy gives you all  
the enjoyment of a  
hunting rifle, at a  
very small cost.

The Daisy is made of  
steel—handsonely  
finished. Gives you  
thirty shots a minute.  
Operated by compressed  
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Repeating and Single  
Shot Models. Ask  
your dealer to show  
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Rifle.

To Dealers: A most  
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Write us for terms.

**DAISY MANUFACTURING CO.,**  
Riverside, Illinois, U.S.A.  
Export Office: 22 LOCKWOOD, Manager,  
11 Broadway, New York.

**THE FUJI TRADING CO.,  
LIMITED**  
(Inc. in Japan)

**PAPER**  
of all Descriptions in Stock.

Address: 1A, Chater Road Central, Hongkong.

P. O. Box: 540.

Telephone: 3452.

Telegraphic Address: Fujiboyaki, Hongkong.

Head Office: OSAKA.

## STEAMING COAL.

Contracts Solicited for Bunkering Ships  
at Hongkong, Shanghai, Keelung (Formosa)  
And All Leading Japan Ports.

**K. KIMURA & CO.**

2, Connaught Road Central.

Cable Add. "Propaganda." Tel. No. 2530.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 800 feet long.

Works Office: 64, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.  
Slipway Office: 18, PRINCE STREET, KOWLOON, HONGKONG. Telephone No. 2.  
Orders are furnished on application.

Hongkong, April 6, 1919.

## ST. JOHN'S CATHEDRAL.

MONDAY

NEXT

**ORGAN RECITAL**  
At 6 p.m.

## NOTICES TO CONSIGNEES.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "LAKE GILPEN."

From CALCUTTA via RANGOON,  
PENANG, SINGAPORE and  
SAIGON.

THE above mentioned vessel having  
arrived from the above men-  
tioned Ports, Consignees of cargo are  
hereby informed that they must take  
immediate delivery of same from  
alongside, and all cargo impeding dis-  
charge will be landed at their risk and  
expense into the Pacific Mail Steam-  
ship Company's godowns at West  
Point, and stored at Consignees' risk.  
Consignees of Cargo are hereby  
notified that they must produce an  
Import Permit signed by the Superin-  
tendent of the Imports and Exports,  
Hongkong, before Bills of Lading can  
be countersigned.

All broken, chafed and damaged  
goods are to be left in the godowns,  
where they will be examined on  
May 17th at 10 a.m.

All claims must be presented with-  
in a week of the steamer's arrival  
here after which they cannot be re-  
cognized.

No claim will be admitted after the  
goods have left the godowns, and all  
goods remaining undelivered after  
May 17th will be subject to rent.

No Fire Insurance whatever will be  
effected.  
Consignees are requested to send in  
their Bills of Lading for countersigna-  
ture immediately.

PACIFIC MAIL STEAMSHIP CO.,  
As Operators, U.S. SHIPPING BOARD.  
J. ORAM SHEPPARD,  
Acting Agents.

Hongkong, May 11, 1920.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "LAKE GITNAO."

From CALCUTTA, via RANGOON,  
PENANG, and SINGAPORE.

THE above mentioned vessel having  
arrived from the above men-  
tioned Ports, Consignees of cargo  
are hereby informed that they must  
take immediate delivery of same from  
alongside, and all cargo impeding  
discharge will be landed at their risk  
and expense into the Pacific Mail  
Steamship Company's godowns at  
West Point, and stored at Consignees'  
risk.

Consignees are hereby notified  
that General Average has been  
declared and before delivery of cargo  
can be given they must sign General  
Average Bond, furnish completed  
valuation statements and pay a  
General Average contribution of 2  
per cent. of the invoice value of the  
goods.

Consignees of cargo are hereby  
notified that they must produce an  
Import Permit signed by the Superin-  
tendent of the Imports and Exports,  
Hongkong, before Bills of Lading  
can be countersigned.

All broken, chafed and damaged  
goods are to be left in the godowns,  
where they will be examined on  
May 17th at 10 a.m.

All claims must be presented within  
a week of the steamer's arrival here,  
after which they cannot be recognized.  
No claim will be admitted after the  
goods have left the godowns, and all  
goods remaining undelivered after  
MAY 17th will be subject to rent.

No Fire Insurance whatever will be  
effected.  
Consignees are requested to send in  
their Bills of Lading for countersigna-  
ture immediately.

PACIFIC MAIL STEAMSHIP CO.,  
Hotel Mansions,  
As Operators, U.S. Shipping Board.  
J. ORAM SHEPPARD,  
Acting Agents.

Hongkong, May 11, 1920.

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Tailoring Department - 1, 3, & 5, Chiu Lung Street.

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leaf tobacco and quite harmless to those  
who are accustomed to inhale.

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煙 均 有 經 售 處 凡 欲 購 者 請 向  
各 埠 經 售 處 購 買 或 向 本 公 司  
接 洽 均 可 本 公 司 設 於 上 海 英  
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Phone 346.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, MAY 15, 1930.

### SALARIES.

The new scale of Civil Servants' salaries is reported as resulting in great dissatisfaction among the Government employees. There seems to be no equality of incidence in the new distribution. While some members of the Service gain handsomely, others remain at practically the same rate and others again will apparently suffer loss. It is even alleged that there will be some unfortunate who will be asked to refund a portion of the previous increments. It is, however, difficult to judge at present exactly how the new scale will work out as most of the employees are unable to calculate whether the suggested salaries will be an improvement on the old or will be to their distinct disadvantage.

The Government, it seems, has announced the new rates of pay without stating definitely what additional allowances will be given. These allowances apparently are left to the decision of the Heads of Departments and the juniors have not yet been informed what allowances if any they will obtain.

The most wonderful point about the whole business is that employees can choose whether they will remain on the old scale or adopt the new. This would seem to indicate that the Government itself is doubtful whether any benefit will accrue from the new rates. The general opinion seems to be that those who are already well up on the list will stand to gain, while those near the bottom will remain just the same, or possibly be worse off than before. Meantime the Government has asked its servants to make their choice now and their decision will be irrevocable. Any decision is quite impossible until the whole matter is thrashed out and each man's position definitely stated. Report has it that the members of the Sanitary Department are so dissatisfied that they approached the Head on Thursday to protest, but he was unable to promise anything. It is hoped to return to this matter at an early date and give facts and comparisons. Meaning no announcement has been seen of the new rates for the Governor, the Colonial Secretary, the Director of Education, and other highly paid officials. We can only trust that their interests will be adequately looked after.

### ADVERSARIA.

"Pussyfoot" Johnson S.O.S. went from England to France to persuade the French to make grape juice instead of wine, and in the language of boozephobia to "go dry." Now that the week-end is here, and yachting contemplated, "Pied de chat" Johnson is urgently needed to persuade our weather to go dry.

Miss Stella Benson, author of several books of delicate humour, all her own, including her latest, "Living Alone," left Hongkong last evening for Peking. She has been far from well during her stay in Hongkong, and her friends are hoping that the northern climate will do her good. She herself is pluckily determined to continue her world tour.

Reuter has a man (or woman) who must put in the picturesque touch.

We have barely had time to forget the German demagogue in accepting the peace-terms when we get the word picture of the Turkish delegate receiving the treaty with trembling hands and a voice shaken by emotion. Did those bloody hands really tremble? Was that cellophane really nervous? It is hard to believe it.

Gilbert Chesterton in his impressions of Ireland, recently published, tells the story of Police Sergeant Sheridan, who committed a lot of atrocities, and by deliberate perjury got innocent Irishmen punished for them. This was admitted officially in Parliament, he says, and he adds that the second was allowed to get away to America. It is possible that not every outrage reported in Ireland is due to Shin Fane.

The Dublin bankers have just solved a little problem of professional ethics, by refusing to give Dublin Castle certain information it demanded. The authorities wanted to find out where all the Shin Fane money was, so as to collar it and cripple their propaganda. It would not be deposited, naturally, in the name of the Shin Fane organization, so they asked for particulars of deposits by individuals known to be or suspected of Shin Fane sympathies. But bankers are like doctors and priests and newspapermen; they must not disclose what has been confided to them. The relations of banker and depositor, as

of editor and informant, are based on a lawful and legally recognized confidence and secrecy. The depositor or informant would not deposit or inform were it not clearly understood that confidence once accepted can on no account be betrayed. The bankers do not approve Shin Fane, but they have "played the game" as they were bound to play it.

"Mazed" has written an essay in ten a, letter to the editor, which the Adversarian admitted so much that he begged and begged it for this column. Here it is: "Sir, After reading your comments on the adverse and unsatisfactory results of the findings of the late Salaries Commission, I was astounded to learn the following facts which I obtained from an irreproachable source. It is said that a deputation from the officers of the Education Department will shortly wait on the Director of Education to express to him on behalf of his subordinates their thanks and appreciation of all he has done for them in this matter of salaries. I understand the schoolmasters as a body are thoroughly satisfied with their new scale and prospects, and that they wish to give their Chief some token of their esteem and gratitude. Does this agree with your late effusions? It does not, and my only possible conclusion is that some-one has been misinformed."

Gaiety and humour are good aids to life, and intellectual interests a sheet anchor; but in every life that is lived to self alone, or in the service of some clay-footed idol, there must come moments of disillusion and weariness. Flowers and music and books and games and conversation and congenial society fill-time but in time they empty the heart and it asks itself: Ad quid venisti? Then one-day she knows. The work of her lissom fingers is concerned with even daintier garments than before, and into the face of beauty creeps a newer loveliness, a softer beauty, a more tender charm. The moods of boredom give place to a brooding content coloured with a tremulous happiness, and the incipient frowning of a smile that at length her unfamiliar silences means days of tiny clinging fingers: of those miraculous rosy flowers that come like crocuses to tell us of life's eternal Spring. Of men that irritate them, men speak kindly, even to suggesting that they are cumberers of the ground, which is a harsh saying. Not so will a woman ever speak, for surely the worst of men has at least in her mind's eye one valid excuse for existing, that he was once a tender darling of a babe, with virgin eyes, and hands like flowers. This for a friend of ours, to whom happiness is already on its way. Congratulations and good wishes.

Newspaper reporters are singularly fortunate men. They go out and rub shoulders with the public. They see in the flesh these wondrous folk who to the Adversarian sit in the centre of his web like a watchful arachnid are merely names and abstractions. They see the actual wheels of affairs revolving, while the spider-like Adversarian only hears their whirling and creaking. They see intellect in action and capacity being applied. They get their share of sunshine, likewise of refreshing rains. Yet they are also a singularly discontented set of fellows. A paragraph in this column sets the Club aroar, and faint echoes of the murmur reach the creature in web. He feels a devil of a fellow, and swells contentedly to think he has made so many people happy. Then in comes one of the reporters, fresh from an interview with the Fourth Deputy Suburbanism, and gloomily reports that that official is "very sore about the mirth-provoking job. He was angry. He insulted the reporter. How? He said, sneeringly, that he supposed all was fair in reporting, and that personally he would not have cared to do it. Ho-ho, ho-ho, choruses the Adversarian to his colleague. Can't you see the humour of that? Get a thicker skin. Look for the fun in it. Here you have a man who is probably conceited, arrogant, puffed up with an exaggerated sense of his position, who offers disingenuous explanations of his attitude which you know to be pure pique and wounded vanity, who behaves generally in the usual departmental manner. Cannot you see the humour of the exquisite insolence with which such a man presumes to address to you a homily on a point of honour? If you cannot, you are missing a great deal of the best part of life, young man. Now you go right away and interview the Thirteenth Acting Panjandrum. I had a paragraph describing his quaint ideas of Bridge declarations, and because of that he will probably tell you that he has no authority to tell you the result of the last water analysis. He will very likely bite you. Maskee! Write an article describing his stance in biting. Give the

exact number and dimensions of his teeth. That's journalism. They don't know it yet, but we are teaching 'em. You, suffer in a good cause. Cheer up. Don't take them seriously. They do enough of that themselves. When they'll snarl, say Puss, Puss. Then they'll spit, and Hongkong, overworked and bored, will enjoy it. Don't say Tiger, or they'll believe it, and purr. Got that?

With a scared look the reporter backs out, and murmurs something to his colleague. We note that he tapped his forehead with his finger when he said it. Maybe he's right.

This has bearing on the reporter's adventures while collecting the news about the new scale of salaries for our public service men. He has instructions to narrate his adventures faithfully elsewhere in this paper. Take his account of them and not ours, which may be a bit coloured with imagination. But now listen. This salary business is of special and vital interest to the public, as well as to the public servants. It matters to the public, that their servants should be properly paid—and willing workers. The newspaper, it seems necessary again to point out, is a public vehicle of information, the recognized and lawful medium between the executive and those who pay the piper. News, in a journalistic sense, is property. But it is not the property of the departmental heads to whom it is entrusted. Public representatives devoted time and study to these things. Their representations would go to the Home authorities. The decision of the Home authorities would come out to the executive, and pass thence to these understrappers. It is on its due course to the men it personally concerns—and to the public who are entitled to have it. The public authorizes and expects the newspaper to collect it for them. It seems that a Departmental Head, peeved at some humorous paragraph in a paper, should not only for that reason refuse to give it to the reporter, but presume to lecture the reporter and jeer and sneer at the lad? That's petty. That's wrong. No favour is being asked for. A plain right is being demanded. That's firmly. Various excuses have been offered for withholding or retarding this long awaited news, and they were all silly. How long do they propose to carry on so childishly and pettishly. The sooner they come to their senses and drop it, the sooner we will give them peace and quiet, and try to forget them. Those who don't like that, tone of the China Mail need tread it; but if they be public servants, they must not let their disapproval affect their discharge of their simple public duty. Our tone may be wrong, but our news must be right, and full, and prompt. Nor may we withhold it; it belongs to the public.

Just a word for our young and decent reporters. They are earning an honest living, and in no way responsible for the divergences of these columns. They are obliged to wait on these Bumbles and Panjandrum in the ordinary course of their duty. They cannot help it. They are obeying orders. No gentleman, however annoyed by the comments in the papers these newgatherers work for, would dream of venting his annoyance on them, or treating an irresponsible subordinate so discourteously. We repeat, no gentleman would do that. Verily, those who are not gentlemen and who must find a vent for their displeasure, are cordially invited to call upon the responsible officers. On stating their business they will be promptly and efficiently attended to. We weigh nearly thirty stone between us, and our left lead is weak, but we are our best. The punch of our right, with a pen in it, is conceded by fanciers to be some punch.

So now to sea again. CHEERIO, and the sweet ozone, the tug of the tiller (we're positive she carries too much forward, or too little behind) and the music of moving water. Cheerio, Smile, you, smile. Done this Friday evening, with the best of ink and spirits, in order to be free to-morrow—Saturday—oh, well. You know how it is. Our studies will resume Monday.

### HONGKONG TRADE.

The fortnightly price current and market report issued by the Hongkong General Chamber of Commerce reports a dull market for feathers, gannets and gallinets. There is small business in cassia oil. There is no change of business in bristles. Regarding cotton piece goods and fancy cotton goods the report states: With the exchange falling and a decline in market prices, sales of British goods are impossible. Apart from these facts, the market is dull, buyers are conspicuous by their absence. The Japanese financial crisis is responsible for the decline in prices. Japanese firms have reduced their prices as much as 50 per cent. in order to clear their cargo. It is rumoured, that weaving firms are suspending work, in order to curtail production and prevent a further fall in prices. Manchester quotations in a few instances are easier, but on the whole the market remains firm. No serious decline is anticipated. The latest Cotton price 26.34 shows a slight rise.

Cotton Yarn.—The depression in Japan continues and in consequence business here is limited to urgent requirements only. Rates show a decline of \$20 to \$35 per bale from the prices ruling early last month. Quotations are—No. 10s \$200/24000, No. 2s \$212/245, No. 16s \$250/290, No. 20s \$20s \$275/320.

A very quiet market with practically no business passing is reported in woolfells. In raw cottons a small lot of Indian staple changed hands at \$38.00. Quotations for Indian descriptions are \$37.40 and for Chinese grades \$40.36 per picul.

The metal market is lifeless with only small sales, while the sugar market is strong and excited owing to the demand from America.

### HONGKONG UNIVERSITY.

A Commission to enquire into the position and working of the University has been appointed by H.E. the Governor. It consists of: Hon. Mr. E. H. Sharp, O.B.E. (Chairman); Hon. Mr. J. H. Kemp, C.B.E.; Hon. Mr. E. A. Tylor; Hon. Mr. John Johnston; Hon. Mr. S. W. Tso; Mr. N. B. Teesdale Mackintosh, Registrar of the University, Secretary.

### SPECIAL CABLE.

MISSING STEAMER ARRIVES AT SINGAPORE.

[China Mail Special.]

SINGAPORE, May 14. The American schooner "Betsy Ross," from Africa, which was posted overdue, arrived in Singapore to-day.

### LOCAL AND GENERAL.

To-day's dollar is worth 4s. 0 3/4.

Consignees are reminded that all goods ex S.S. "Venezuela," Pacific Mail Steamship Company, remaining undelivered after May 17 will be subject to rent.

Inspector Willis this morning charged a Chinese before Mr. N. L. Smith with the unlawful possession of two glass tumblers. The defendant said he bought them for fifteen cents. The Inspector said the case had had a new development since the charge was framed against the defendant, and he would like a remand in order to prefer another charge against him. The defendant was arrested by a Chinese detective who questioned his ownership of the tumblers, and as he could not give a satisfactory account as to how he came by them, the detective took him to the No. 7 Station. Here, when the defendant was searched, a number of paper relating to a Triad society and a \$100 National Bank of China note, were found on his person. The note bore no signature, and the bank alleged to have issued it, said the Inspector, had been out of existence ever since the revolution. He would like time in order to get expert evidence concerning the Triad society papers and the bank note. His Worship remanded the case until Tuesday afternoon.

### "TENYO MARU" DUE SUNDAY.

The mammoth Toyo Kisen Kaisha liner "Tenyo Maru," 22,000 tons, driven by triple-screw turbines, is due in Hongkong to-morrow, Sunday, at daylight. She comes from San Francisco by way of Honolulu and Yokohama.

### PENSIONS.

The Pension Minute of the "Regulations of Hongkong 1914" as amended by Government Notification No. 59 of February 11, 1916, is further amended by the addition of the following clause after clause No. 15—

15A.—It shall be lawful for the Governor in Council to award to the widow of an officer who has been killed in the discharge of his duty, or who dies as a direct result of injuries received while on duty or who dies of illness the contraction of which was specifically attributable to the nature of his duties, a pension not exceeding ten sixtieths of the deceased officer's salary or \$100 a year whichever sum is greater.

2.—Pensions granted under this clause shall cease on the re-marriage of the widow.

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The metal market is lifeless with only small sales, while the sugar market is strong and excited owing to the demand from America.

### MARINE COURT.

"HUNTSEND" CREW CONVICTED.

At the Marine Court late yesterday afternoon, the hearing was concluded of the case in which ten members of the British crew of the s.s. "Huntsend," were charged with having unlawfully broken into the baggage room of the ship at Singapore on May 6, and unlawfully failing to perform an act requisite to be done.

Mr. F. B. L. Bowley prosecuted, and Mr. T. B. Rowan appeared for the defence.

Chief Engineer Webster, having completed his evidence, as reported in yesterday's China Mail, A. Bens, the ship's cook, was called and said that on the day in question, the caterer came for the crew's dinner. After he had taken it away, Bryant came in and asked for more meat, and when witness refused him, he used "language not fit for a pig to hear." The man produced a knife and threatened to stab witness with it.

Mr. Rowan objected to this statement, as it did not form the subject of the charge against his client. Counsel intimated that he intended to plead drunkenness.

Lieut. H. E. Bateman of the 2nd Battalion of the 55th Coy. of the rifles, said he was military quartermaster on the "Huntsend." He went to the baggage-room of the ship on May 6 and found a large quantity of the baggage missing. He reported the matter to the O.C. troops and to the chief officer of the ship. The chief engineer afterwards showed him two necks of bottles which were afterwards identified by the Mess Secretary as belonging to the mess. Afterwards two liquor cases were found in a spare bunker and these, too, were identified as belonging to the mess. The boxes of three officers had been broken open. Witness's tin uniform case had been also broken open and a pair of field boots, a gold watch and a silver wrist watch and compass were missing. Only the boots were recovered.

Cross-examined by Mr. Rowan, witness said that on May 6 he did not see any of the defendants near the baggage-room.

Lieut. W. Ellis, of the same regiment, said he was Mess Secretary on the "Huntsend." On the day in question two necks of bottles were shown him and witness then went to the baggage-room and found that some of the boxes had been broken open. One of his own boxes had been opened and a quantity of things taken from it.

Cross-examined by Mr. Rowan witness said that all the things had not been recovered. He found some of the things in the helmet-room, which was the same room as the broken boxes were in.

Mr. Rowan, in opening the case for the defence, said that he was going to plead guilty only to the charges of drunkenness, and not to the other charges.

Bentley, one of the defendants, gave evidence to show that he could not have been concerned in the charges.

Cross-examined by Mr. Bowley, witness said that he was on duty on the 5th from 8 p.m. to 12 midnight. He missed duty the following morning.

Mr. Rowan, addressing Capt. Taylor, said that as regards the 7th defendant there was no evidence whatever that the man had stolen the goods. The Captain simply said "He was a rogue and I know him as a rogue." In regard to the evidence against the first and second he really could not see why those two, in particular, had been chosen when there were others, living in the same room who were not charged. It was true that the collars were found in Davison's room but he was drunk at the time and knew nothing about how they came there. It was the easiest thing possible for one man to rob the things and place it in another's room. If Davison had committed any offence at all he was not responsible as he was under the influence of drink. To convict the men it was necessary to prove that they had actually stolen the property, but there was no such evidence. There were over 1,000 persons on board and there was no reason why the defendants should be saddled with the blame. If the first and second defendants were guilty of possession of the collars, then the others in the same cabin were equally guilty. Nobody had seen them taking the goods; therefore there was no direct evidence of theft. The only evidence against all the defendants was that of drunkenness and neglect of duty which they admitted. The chief engineer had admitted that there were a number of bum-boats from which the men could get liquor and there was no evidence that the men broke the store-room for the liquor. Because they had happened to be drunk they were identified with the missing liquor. It was up to the prosecution to prove that the defendants were the persons who stole the liquor but there was no direct evidence offered on that point. He asked the Magistrate to eliminate those charges from his mind. The charges of drunkenness and neglect were proved and he pleaded for leniency.

Mr. Bowley said that he agreed that there was no direct evidence, but the circumstantial evidence was strong.

### THE OLD POST OFFICE.

INFORMATION AS TO SALE.

The Gazette notifies that the Government intends to offer for sale by public auction on or about November 1 next, the Crown Land formerly occupied by the Post Office, Supreme Court and other Government Buildings. The area available for sale amounts to 36,500 feet and the Government is prepared to consider proposals from intending purchasers for sub-dividing the entire area into lots of moderate size. Subject to certain reservations as to the manner in which any building to be erected may be occupied the Government is prepared to sanction the erection of buildings not exceeding a height of 125 feet. The terms of the lease for any portion will be 75 years commencing from the date of the sale with the option of renewal for a similar term at a Crown rent fixed by the Surveyor. The Crown rent for the entire area for the first 75 years will be \$4,200 per annum, but if the area is sub-divided the rent will be apportioned in proportion to the areas, being calculated in each case to the nearest even dollar. The upset price is fixed at \$50 per square foot. The purchaser will not be given possession of the area occupied by Messrs. Watkins and Co. until three months after the date of sale.

The purchaser of any portion of the area will be required to erect buildings of a value equivalent to \$15 per square foot of such area and will be required to complete such buildings, fit for occupation, before the expiration of 24 calendar months from the day of sale.

The design of the elevations of any building to be erected on the whole or any portion of the area will be subject to the special approval of the Director of Public Works, who, in the event of the area being subdivided into several lots, shall have power to regulate the height of stores and may require the main features of any building to harmonize with those of the adjoining buildings.

Subject to the submission of satisfactory designs, the Government is prepared to sanction the construction of verandahs over the public footpath in Pedder Street, extending the full height of the building and over the public footpath in Queen's Road, extending for a height of three storeys only. In the case of such verandahs, there must be a clear space of at least 9 feet between the face of the external wall of the building and the inside face of any portion of the pier or columns upon which such verandahs are supported.

### ORGAN RECITAL.

The following is the programme of the organ recital to be given at 6 p.m. on Monday next in St. John's Cathedral by Mr. Denman Fuller.

1—Prelude ..... Rheinberger.  
2—Pavane ..... B. Johnson.  
3—Elegiac Romance ..... J. Ireland.  
4—Meditation ..... E. d'Ervy.

HYMN 477.

5—Sketch ..... Tschakowsky.  
6—Toccata ..... Widor.

The men were found drunk, the liquor had disappeared and the broken bottles and whisky cases were found in the storeroom. Of the one thousand on board, only eleven men were found drunk. There was an irresistible inference that the wine must have disappeared down the throats of the defendant. Serious results might have ensued, as the ship was leaving Singapore and had to pass through dangerous shoals. The total value of damaged cargo amounted to £113 17s. He submitted, with regard to the degree of guilt, that Davison, Hamlyn and Bryant were more to blame than the rest. He hoped the Magistrate would order payment for the damaged goods out of the men's wages. He hoped that the three men mentioned would be dealt with severely and, as regards the others, the Captain did not wish to press the charge and would "take them back on the ship."

Captain Taylor said that he could not see how these three men were any more to blame than the others. He was of opinion that all were equally guilty. He thought there was no doubt whatever that the damage was done by some of the engineering staff, as the only possible approach to the baggage-room was through the engine-room, and the empty bottles were found in the coal bunker. It was a peculiar coincidence that the people belonging to the engine-room were the only persons drunk, and it was reasonable to suppose that whoever took the clothes out of the store-room took the wine. These were given to others who thereby became accessories, whether or not they took it themselves. He convicted all defendants and ordered that a sum, equivalent to £113 17s. be paid to the master out of the wages of the men (which amounted to £164 19s. 6d.) the contribution of each to be according to the amount of salary he received. Defendants were sentenced to six weeks' hard labour each, the expenses, in full, to be paid out of their wages. The ship was responsible for the repatriation of the men.



## SNEERS AND FACTS.

## A BRUSH WITH THE TREASURER.

In consequence of a cheap sneer at the Press by the Colonial Treasurer it is necessary to add yet another chapter to the strange tale of "Ways That Are Darkly Official," which otherwise would have been relegated to merciful oblivion.

Yesterday morning a visit to the Treasury Office gained the information that up to that time no further particulars had been received of the new salaries. In the afternoon when the Pressmen arrived at the Treasury Office on the same errand they were requested to see the Colonial Treasurer in person.

No sooner was the object of their visit made known than the Colonial Treasurer said that there was no further information after what had appeared the previous evening. He did not know who was responsible for what appeared in the previous afternoon's *China Mail* but he did not think that it was playing the game.

Somewhat surprised at this attitude, the unabashed delinquent frankly admitted his responsibility for the offending article.

Then, continued the Colonial Treasurer, he could only say that he did not think it was a fair thing to ask him for information without first telling him that it had been refused by someone else.

But, protested the Pressman, if the Colonial Treasurer could freely give the information to the Press, as he did on the occasion in question, was that not in itself sufficient justification for its publication?

"Still," persisted the Colonial Treasurer, *it is not a thing that I would care to do.*

"The position was this," replied the reporter. The head of the department in question when approached on Wednesday morning for a copy of the new scale for his department at first declared that he had not seen it himself yet, and then having received full authority (per medium of the telephone) from the Colonial Secretary, who apparently had no objection to its publication, next said that he did not want the announcement made in the Press until he himself, as head of the department, had announced it to the men affected. When it was pointed out to this departmental head that the information might be obtained through another source, perhaps by a rival newspaper—a possibility he could not deny—he clearly stated in the presence of two reporters that he did not mind the publication of the new scale as long as it did not come from him personally as head of his department. The Press was therefore at liberty to get the information from another source, and the mere fact that the Colonial Treasurer made it available showed that there was no real objection to its publication.

"I cannot see with you on that point," retorted the Colonial Treasurer, "but I suppose that all's fair in reporting."

"In future," added the Colonial Treasurer, closing the interview, "I have no information on the subject. Particulars must be obtained from the heads of the departments concerned."

The Colonial Treasurer does not hesitate to cast an unwarranted aspersions on the Press. He claims that it was not playing the game to ask him for information without telling him that it had already been refused by someone else. He quite overlooks the facts. The reporters had been assured that there was no objection to the publication of the information as long as it did not come from the head of the department concerned, who, it would seem, was actuated, not by departmental, but by personal reasons. Never for a moment dreaming that they were doing something that the Colonial Treasurer would not care to do, they naturally accepted the information when it was forthcoming in a spontaneous manner that did not conflict with the abstruse desire of the departmental head to give the information to his men himself before giving it to the Press. Had there been at the time a valid reason why the information should not be given by his department it is reasonable to presume that the Colonial Treasurer would have remained silent. Seemingly, then, there was no valid reason at the time why the information should not be published, and if in the light of our article on ways official, the Colonial Treasurer has cause for annoyance, then his reason must be personal, not departmental.

In a personal matter, unquestionably he is entitled to his personal view, and we to ours, but because he cannot see eye to eye with us on "that" or any other point, he is certainly not justified in making the uncalculated insinuation implied by the words "All's fair in reporting," as uttered in the circumstances.

No, the Colonial Treasurer cannot seriously plead that he was treated unfairly when he was not informed that the information had already been refused. Had he been informed of the refusal of his colleague to give the information to the press on a merely academic ground, giving them liberty to get it from another source, would he have refused also? On departmental grounds, no. Otherwise in the first place he would never have given the full statement that he did to the Press. It matters not the

least to him, then, that he had no knowledge of the previous refusal, for it is not to be thought for a moment that he would have allowed personal feelings to prevent him giving to the Press information, that (as proved by the fact that he did give it) there was at the time no departmental reason for not publishing. No, the Colonial Treasurer's grievance is imaginary (departmentally at least), and cannot conceivably justify his amazing attack on the Press and its methods.

Finally if the Colonial Treasurer of the Colony can afford a cheap sneer at the Press, then what is to be said, it might be asked in justice, of a departmental head who first declares in the presence of two reporters—and reporters do not make mistakes in these matters—that he has not yet seen a document, possession of which he tacitly admits a few minutes later when he telephones the Colonial Secretary for authority to give its contents to the Press, and openly admits in another few minutes when he actually offers to allow them to copy it on condition that they do not publish it until the following day?

Though of no great moment, it might be mentioned why this offer was refused. As already stated, the head had asserted that his point was not the actual publication of the new salaries but the fact that the information would come from him before he had given it to his men, and because hopes were entertained of securing that information from another source. Had the information been accepted under that condition—a condition, incidentally, that would penalise only those newspapers which accepted the offer—publication would obviously have been out of the question even had the particulars been obtained from another source.

In consequence of these stirring incidents, the luckless searcher for news was faced with the following dilemma:

As a result of the refusal of the Colonial Treasurer to allow the Press the privilege of copying the duplicates of the scales sent to his office as the originals were sent to the different departments, application must now be made to the individual departmental heads—a less simple and more troublesome arrangement to official and reporter alike. But it has already been shown, in one poignant instance at least, that a head had made available (only after much unnecessary delay inspired by an apparently purely personal, and in the circumstances, quite fatuous objection) a brief portion of a statement that the Colonial Treasurer had seen no departmental reason for withholding from the Press in the smallest part.

Accordingly, it was to ascertain the position of the Press that a representative of the *China Mail* this morning visited the Colonial Secretary from whose office the new scales are issued to the departments concerned and in duplicate to the Treasury Office.

Pressmen are invariably received with the greatest courtesy and consideration by the Colonial Secretary, and this morning was no exception to the happy rule. Mr. Fletcher stated that there had been a misunderstanding. It was quite optional for heads of departments to give to the Press just so much information regarding the new salaries as they deemed advisable at the moment. It was not always possible to publish all the details owing to various factors still unsettled which required the consideration of the head of a department. Recommendations might also be made by departmental heads and in no circumstances were the private minutes of the Colonial Secretary to be made available for publication.

It was explained to the Colonial Secretary that the reporters had, in the circumstances already related, approached the Colonial Treasurer in good faith, had received a copy of the scale, and ignorant that it contained private minutes of the Colonial Secretary which were not to be published, had copied it in full with a clear conscience.

The Colonial Secretary, regretting with the Pressmen, that a misunderstanding had arisen, said that in future it could be ascertained at the Secretariat each day what scales were to be issued and then application for particulars could be made direct to the individual heads of departments concerned.

And so the matter ends. Had it not been for the weird objection of a certain departmental head in declining in the first place to give even such information as he might at the moment deem advisable without so much unnecessary evasion and delay, and had it not been for the action of the Colonial Treasurer in giving to the Press information that was not intended for publication, and then covering his subsequent annoyance with a gratuitous insult to the Press, the matter would never have arisen. In a sorry tale in which so much that is refreshing has had to be said it is refreshing to be able to conclude with a tribute to the courtesy of the Colonial Secretary who at all times personally gave to the Pressmen the fullest assistance that he felt he could afford in the circumstances.

To-day's health return consists of a fatal case of plague and a case of enteric fever, both Chinese.

## CREW OF THE "HUNT-SEND" RELEASED.

George Davison, George Hamley, William Barr, Samuel Clee, Carriack Nolan, Joseph Devaux, Benjamin Bryant, James Bennett, Cornelius Barrett, and John Fitzpatrick, members of the crew of the s.s. "Hunt-send," who appeared at the Marine Court yesterday morning, on remand, before Captain Basil Tylor, charged with damaging the store and cargo of the ship in Singapore Harbour, and by reason of drunkenness omitting to do a lawful act required to be done by them on May 6, and who were found guilty and sentenced to be imprisoned at hard labour for six weeks, jail charges to be deducted from their wages, have, it is rumoured, been released from jail this morning, on order of the Magistrate, as their services are needed to work the ship.

## SEVEN DOLLARS.

Before the Marine Magistrate, Captain Basil Tylor, R.N., to-day, were bailed Lo Tai Ngan, and Wong Chu, boatmen, and Leung Kam and Leung Kee Kam, boatwomen, charged with unlawfully disobeying the lawful orders of the Harbour Master by moving their cargo boat outside the five other cargo boats alongside the s.s. "Tara Maru," in Victoria Harbour, on the 14th instant, Lance Sergeant H. E. Langley made the complaint.

After evidence on both sides was heard, his Worship found all four of the defendants guilty and sentenced them to pay a fine of \$7 each.

## TO-DAY'S ADVERTISEMENTS.

## CANADIAN PACIFIC OCEAN SERVICES, LTD.

DURING the temporary absence of Mr. J. H. WALLACE from the Colony, Mr. P. A. CON is appointed Acting General Agent for Hongkong, China, Philippines, Straits Settlements, Java and India, effective 15th May, 1920.

W. T. PAYNE, Manager for China & Japan, Hongkong, May 15, 1920.

## WANTED.

WANTED—FIRST GRADE SCHOOLMASTER, maximum attained, would like to hear of an opening in the Colony with prospects of a living wage after 20 years' service. Excellent qualifications and experience in his own profession. Apply Box No. 1194, c/o "CHINA MAIL."

## WANTED.

WANTED—SECOND GRADE SCHOOLMASTER, no prospects, desires to be adopted. Only bona fide offers considered. Apply Box No. 1195, c/o "CHINA MAIL."

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on

## FRIDAY,

May 21, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Les House Street.

Sundry Household Furniture, etc., etc., (Removed to Sales Rooms for Convenience of Sale), comprising—

Pair Teak White Enamelled Twin Beds and Hair Mattresses, Chesterfield Sofa, Valer Pile Carpet, Small Gramophone and 70 Records.

Also 6 Cases Devonshire Cyder (only just arrived), and

A large quantity of Boundary Netting for TENNIS COURT.

Terms:—Cash. HUGHES & HUGHES, Auctioneers, Hongkong, May 15, 1920.

## HONGKONG TO KEELUNG.

The s.s. "Kaijo Maru," 2015 gross tons, 13 knots, of the Osaka Shosen Kaisha, leaves for Keelung (Formosa) via Swatow and Amoy on Sunday the 16th instant. She berths at the O.S.K. pier near the Harbour Office. There are three steamers on this run, giving a service of six sailings per month.

In addition to the "Kaijo Maru," there is the "Amakusa Maru," 2356 tons, 14 knots, and a smaller vessel, the "Joshi Maru," 1156 tons, 12 knots.

The passenger accommodation in all these ships is said to be excellent, and they are provided with the latest improvements to make the voyage safe and pleasant. The Japanese name for Formosa—The Land of the Morning Calm—is Taiwan.

## "DUNERA" LEAVES TO-DAY.

The s.s. Dunera P. & O. Steamship Lines, is due to leave this port for Singapore, Colombo and Bombay at 4 p.m. to-day.

Among first class passengers are:—Miss Hodson, Miss R. Langdon, Miss N. Langdon, and Mr. Langdon, Mr. and Mrs. Haylock and Mr. Sadler, Mr. Keshub and native servant, Mr. Brijlal and native servant, R. K. Hall and infant, Mr. and Mrs. Saleh, Mr. G. L. Bryant and Mrs. Zalovsky, Mr. W. Standley, Mr. and Mrs. Na Tjive Kim, child and amah and Mr. J. V. C. Davis.

## DEFENCE CORPS ELECTIONS.

The ballot for officers and N.C.O.s of the Reserve Company, H.K.V.D.C., took place at headquarters last evening resulting as follows:—Lieutenant G. M. Dodwell, Sergeant A. M. Thornhill, Corporals F. A. Wells and F. L. Cooke, Lance Corporals J. A. Lyon, J. H. Oxberry, J. Macdonald.

## CIVIL SERVANTS' SALARIES.

## THE COLONIAL SECRETARIAT.

The following new rates for the Colonial Secretariat are issued. Chief Clerk, \$600 to \$800 by \$20 annually. First Clerk, \$400 to \$600 by \$20 annually.

## GOVERNMENT GAZETTE.

The Hon. Mr. J. H. Kemp, K.C., C.B.E., has been appointed Director of the Widows' and Orphans' Pensions during the absence of Mr. S. B. C. Ross.

W. R. Fatlow has been granted a licence to trade under the non-Ferrous Metal Industry Ordinance 1919.

A corrected copy of the Dental Register is published, as well as the financial returns for 1919. The Colony's assets on December 31 last were \$9,165,142.54 and the liabilities \$4,874,954.64.

## TO-DAYS NEW ADVERTISEMENTS.

STOP! LOOK!! LISTEN!!!

"OUT OF THE FOG"

IS BOTH

NAZIMOVA'S

GREATEST TRIUMPH AS A STAR

AND

CAPELLAN'S BIGGEST SUCCESS AS A DIRECTOR.

IT IS SHOWING TO-NIGHT AT THE CORONET.



MILKMAID STERILIZED NATURAL MILK (COLORED LABEL)

POURS

OUT OF THE TIN.

PACKED BY NESTLES

IN TWO SIZES

1 PINT. 1 PINT.

OBTAINABLE EVERYWHERE.

## HONGKONG THEATRE.

FOR FOUR NIGHTS ONLY.

Commencing TO-NIGHT, at 9.15 Sharp.

The World's Famous Comedy Star

GEORGE BEBAN

in a Powerful, Appealing Story in 6 parts.

"HEARTS OF MEN"

Prices as usual.

Book your seats in advance.

## NOTICES.

## "JUST TO HAND"

REGULATION BASKET BALLS

REGULATION VOLLEY BALLS

REGULATION BASE BALLS

FOR OUTDOOR AND INDOOR USE

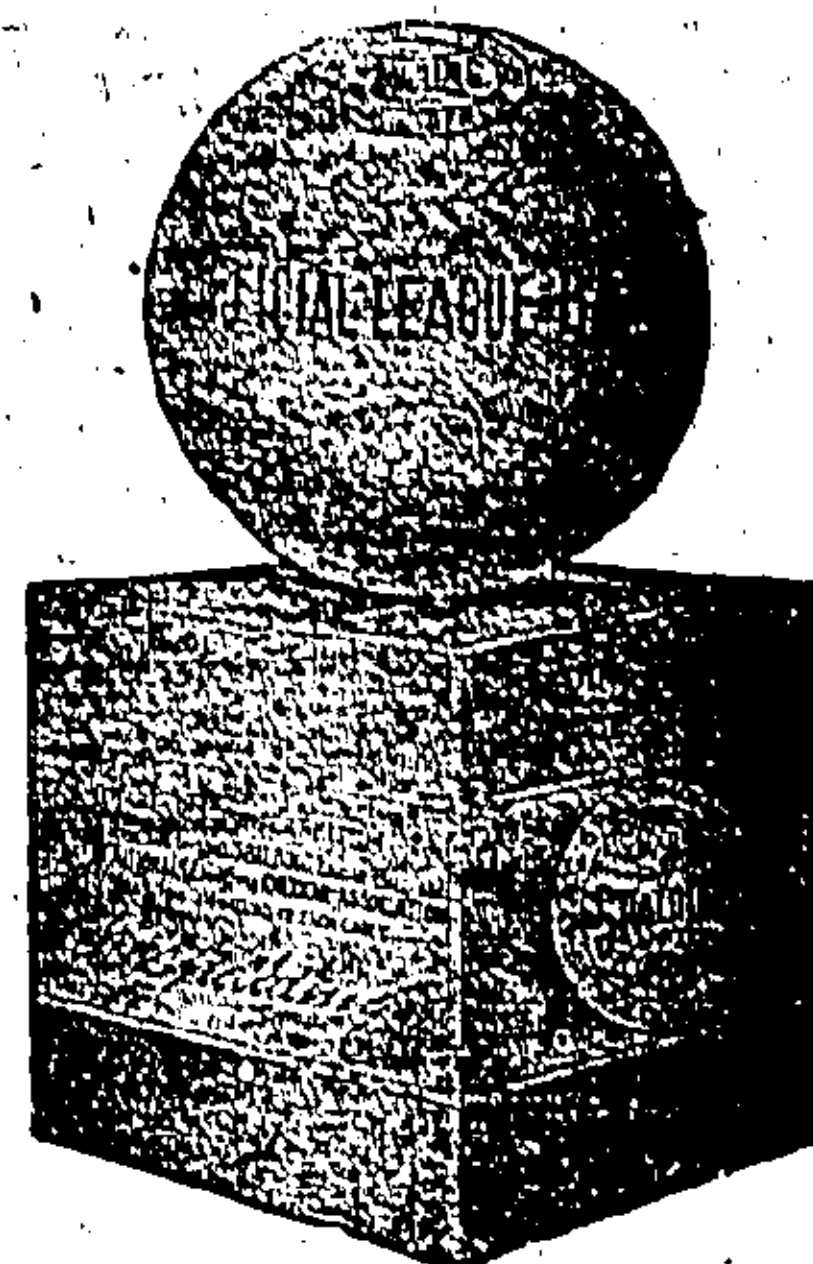
PUNCH BALLS ETC.

SPECIAL TERMS

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CLUBS, COLLEGES and THE SERVICES.

LANE, CRAWFORD & CO.



## COLUMBIA

NEW RECORDS RECEIVED.

- |        |                           |                           |
|--------|---------------------------|---------------------------|
| A 1516 | Cohen on the Phone        | Comic                     |
|        | Happy Tho Married         |                           |
| A 2251 | Simplicity                | Whistling Solo            |
|        | Lardias Valse             |                           |
| A 2494 | The Boy & the Birds       | Descriptive Princes Baird |
|        | In the Valley of Sunshine | Tenor Solo Henry Burr     |
| A 2885 | Peggy                     | C. Harrison               |
|        | Say it with Flowers       |                           |

THE ANDERSON MUSIC CO., LTD.

16, DES VEAUX ROAD. TEL. 1333.

## NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Vaux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE, Phone 2492.

Hongkong, April 3rd, 1920.

## FANCY BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

## TANSAN

received the highest award

"A GOLD MEDAL"

from a committee of critical judges at the Anglo-Japanese Exhibition which testifies to its excellency and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. OLIFFORD-WILKINSON.

Unvalued as a drink. Mixes well with Wines, Spirits of Milk.

Tansan raises the spirits and excites sang rino antioption, even as a flagon of wine exhilarated the monks of old.

For the good old friar of orders grey Would have waived the flagon of wine away And consoled himself as any man can With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

SOLE AGENTS—

GANDE, PRIOR & COMPANY, Ltd.

Tel. No. 133. 6, QUEEN'S ROAD, CENTRAL.



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 6 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
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To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)  
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 6 p.m.)Police Permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tack, Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## STEAMSHIP SERVICES.

FOR NEW YORK via Panama Canal.

## S.S. "BOLTON CASTLE"

Sailing about end of May.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE &amp; TRIESTE

## S.S. "AFRICA"

Sailing about 31st May.

## NANYO YUSEN KAISHA, Ltd.

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Regular Service between

JAPAN, HONGKONG &amp; JAVA

FOR JAPAN.

## S.S. "SAMARANG MARU"

Sailing on or about 9th June.

## OCEAN TRANSPORT Co., Ltd.

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Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN PORTS with transshipment at CALCUTTA.

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For Freight or Passage on any of the above Lines apply to—

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG

Monthly direct service via Singapore and Port Said.

HAYRE MARU (Call Marseilles).....Wednesday, 30th June.

HIMALAYA MARU.....Middle of July.

## BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Durban and Cape Town via Singapore.

PANAMA MARU.....Friday, 28th May.

SEATTLE MARU.....Sunday, 4th July.

## BOMBAY &amp; COLOMBO—Regular fortnightly service via S'pore.

SIAM MARU.....Saturday, 15th May.

LUZON MARU.....Sunday, 23rd May.

## SAIGON, BANGKOK &amp; SINGAPORE—Regular Monthly Service.

UNNAN MARU.....Tuesday, 1st June.

## SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU.....Monday, 10th June.

## VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Regular fortnightly service (calling at immediate ports in Japan and taking cargo to and from points in connection with Chicago MILWAUKEE &amp; ST. PAUL RAILWAY).

AFRICA MARU.....Wednesday, 26th May.

## NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALASKA MARU.....Monday, 24th May.

## JAPAN PORTS—Mojik, Kobe, Yokohama, Yokohama.

MADRAS MARU (Call Kobe &amp; Yama).....Wednesday, 26th May.

## KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KAJO MARU.....Sunday, 16th May.

## TAKAO via SWATOW and AMOY.

BOSHU MARU.....Thursday, 20th May.

SHIBEN MARU.....Monday, 14th June.

For calling dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

## THE CHINA &amp; AUSTRALIA S. S. CO. LTD.

For MELBOURNE &amp; SYDNEY via MANILA, SANDAKAN &amp; QUEENSLAND PORTS.

"HYAH PING".....Sailing on or about.....June 1st.  
"VICTORIA".....Sailing on or about.....July 1st.  
(\*Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA &amp; AUSTRALIA S. S. CO., LTD.

113 Connaught Road Central. Agents.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

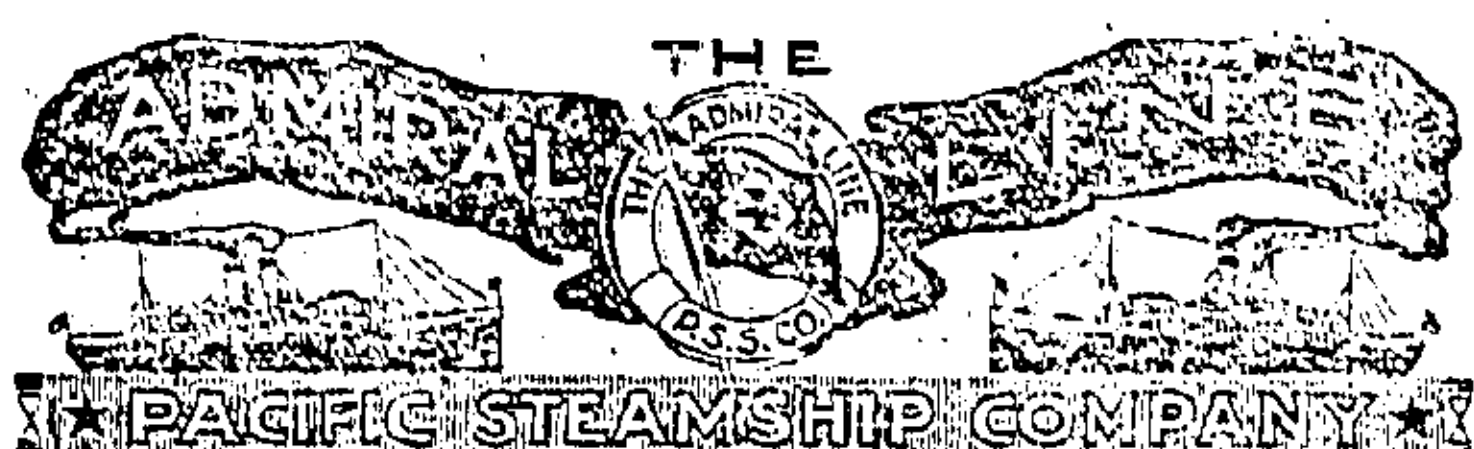
FOR	STEAMERS	TO SAIL
SHANGHAI & TIENTSIN	SHANGHAI	May 15, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 16, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 17, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 18, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 19, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 20, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 21, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 22, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 23, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 24, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 25, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 26, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 27, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 28, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 29, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 30, at 4 p.m.
SHANGHAI & TIENTSIN	SHANGHAI	May 31, at 4 p.m.

Saloon accommodation and electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

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Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

STEAMER	ABOUT	DATE
"EDMORE"	About May	18th.
"CROSSKEYS"	About June	10th.
"IO-MARU"	About June	22nd.
"WHEATLAND MONTANA"	About July	12th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

STEAMER	ABOUT	DATE
"MONTAGUE"	About June	15th.
"WABAN"	About June	23rd.
"ABERCOSS"	About July	10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO—

THE ADMIRAL LINE.

Telephones 2477 &amp; 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES  
NEW YORK and/or BOSTON.  
Via Panama

S.S. "DRYDEN" Sails about May 28th

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE.

TELEPHONES 2477 &amp; 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

## LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

## HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DEPARTURES ABOUT SAILING FOR LOS ANGELES ABOUT

S.S. VINITA May 25 S.S. VINITA May 27

S.S. WEST BIXON June 12 S.S. WEST BIXON June 12

S.S. WEST MONTOP July 10 S.S. WEST MONTOP July 12

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transshipment en route.

Shipside connection with the Atlantic, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG Office—Prince's Buildings, Chater Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1083.

## OSAKA SHOSHEN KAISHA

## SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

STEAMER	Tons	Leave Hongkong
TENYO MARU	25,000	27th May.
SHIBEN MARU	25,000	13th June.
SHINYO MARU	25,000	17th June.
YOKKA MARU	25,000	5th July.
KOREA MARU	25,000	14th July.

\* From Kobe. \* Omitting call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

CALLAO, ARIQUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

STEAMER	Tons	Leave Hongkong
KIYO MARU	17,500	July 12th.
KIYO MARU	17,500	Sept. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

## FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS via San Francisco, Balboa and the Panama Canal.

Steamers. Leave Hongkong.

CHUYO MARU May 24th.

For all information as to rates, freight space, sailings, etc., apply to—

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Kings Building.

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CHINA NAVIGATION CO., LTD.

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## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Mojik) Kobe &amp; Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Japan	May 28	June 16
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Japan	July 1	July 19
Empress of Asia	July 20	Aug. 10
Monteagle	July 25	Aug. 16
Empress of Russia	Aug. 12	Sept. 5
Empress of Japan	Aug. 26	Sept. 13
Empress of Asia	Sept. 14	Oct. 5
Empress of Russia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Japan	Oct. 28	Nov. 12
Empress of Asia	Nov. 9	Nov. 30
Empress of Russia	Nov. 18	Dec. 6
Empress of Japan	Dec. 16	Jan. 3

Passage Fare Hongkong to United Kingdom.

EMPRESS OF JAPAN	EMPRESS OF ASIA	EMPRESS OF RUSSIA
18,450 Tons Reg.	18,450 Tons Reg.	18,450 Tons Reg.
Gold 5,000 Tons Reg.	Gold 5,000 Tons Reg.	Gold 5,000 Tons Reg.
\$603	\$603	\$603
18,450 Tons Reg.	18,450 Tons Reg.	18,450 Tons Reg.
Gold 5,000 Tons Reg.	Gold 5,000 Tons Reg.	Gold 5,000 Tons Reg.
\$535	\$535	\$535

Fares and sailings subject to change without notice.

For Fares and other information please apply to—

HONGKONG OFFICE.

Telephone 722. Cable address: CANADIAN PACIFIC.

CANADIAN PACIFIC

OCEAN SERVICES

## CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,200 tons).

SAILINGS FROM HONGKONG

## SAN FRANCISCO

via SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. June 15th 1920. May 23rd 1920.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE

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SWATOW, AMOY &amp; FOCHOW

AND RETURN.

(Occupying 8 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING	LEAVING
HAIBONG	Capt. W. C. Passmore	TUESDAY, 18th May, at 2 p.m.	18th May, at 2 p.m.
HAICHING	Capt. A. H. Stewart	FRIDAY, 21st May, at 2 p.m.	21st May, at 2 p.m.
HAIBONG	Capt. J. S. Thomson	TUESDAY, 25th May, at 2 p.m.	25th May, at 2 p.m.

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Blako Pier).

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General Managers.

THE BANK LINE, LTD.

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## AMERICAN &amp; ORIENTAL LINE.

FOR HAVANA &amp; NEW YORK

via PANAMA CANAL.

Subject to change without notice.

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## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to PEIRA, OLAOGA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

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(COMPANIES INCORPORATED IN ENGLAND).

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INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.

## PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA" "DELTA"	5,400 8,000	15th May 5th June	Singapore, Colombo & Bombay. Marseilles, London & Antwerp.

## BRITISH INDIA-APCAR SAILINGS (South)

"MUTTRA" "TARADA"	4,500 7,000	18th May 26th May	Straits, Rangoon and Calcutta.
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## EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	25th May	Sydney via Sandakan, Timor, Thursday Island, Cairns, Townsville & Brisbane.
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## SAILINGS TO SHANGHAI & JAPAN

"NELLORE"	7,000	17th May at 4 a.m.	Shanghai, Kobe & Yokohama.
"DELTA"	4,000	17th May Daylight	Shanghai.

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\*Tickets Interchangeable.  
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All Cabins are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the  
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NOTICE TO CONSIGNEES.  
Consignees are reminded of the necessity to apply to the Company's Agents  
regarding arrival of consignments expected of which they have received documents  
or advice.

Any damaged packages must be left in the Godowns for examination by the  
Company's Surveyors, Messrs. Godard and Douglas, at 10 a.m.  
on MONDAYS and THURSDAYS. All claims must be presented within ten days  
of the steamer's arrival here, after which date they cannot be recognised. No  
claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,  
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# N. Y. K.

## NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.  
Cargo to Overland Points U. S. in connection with Great Northern, Northern  
Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) ... Saturday, 22nd May, at 11 a.m.  
FUSHIMI MARU ... Tuesday, 18th June, at 11 a.m.  
TAMURA MARU (Calling Manila) ... Wednesday, 24th June, at 11 a.m.  
KATORI MARU (Calling Manila) ... Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,  
Colombo, Suez, Port Said & Marseilles.

MISUBI MARU ... Saturday, 22nd May, at Noon.  
SADO MARU ... Friday, 28th May, at Noon.  
KITANO MARU ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore,  
Colombo, Suez and Port Said.

TOYOOKA MARU ... Friday, 11th June.

LIVERPOOL & MARSEILLES via Singapore, Colombo,  
Suez and Port Said.

KAMAKURA MARU ... Friday, 28th May.  
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 26th May, at 11 a.m.  
TANIGAWA MARU ... Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muraori,  
San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU ... Sunday, 23rd May.  
BOMBAY MARU ... Friday, 28th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUNO MARU ... Sunday, 10th May.  
SANUKI MARU ... Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 22nd May, at 11 a.m.  
NIKKO MARU ... Friday, 26th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU ... Thursday, 20th May, at 11 a.m.  
TSUBOIMA MARU ... Sunday, 13rd May.  
KAMO MARU ... Thursday, 2nd June, at 11 a.m.

For further information apply to—  
NIPPON YUSEN KAISHA,  
S. YASUDA, Manager.

Telephone Nos. 282 & 283.

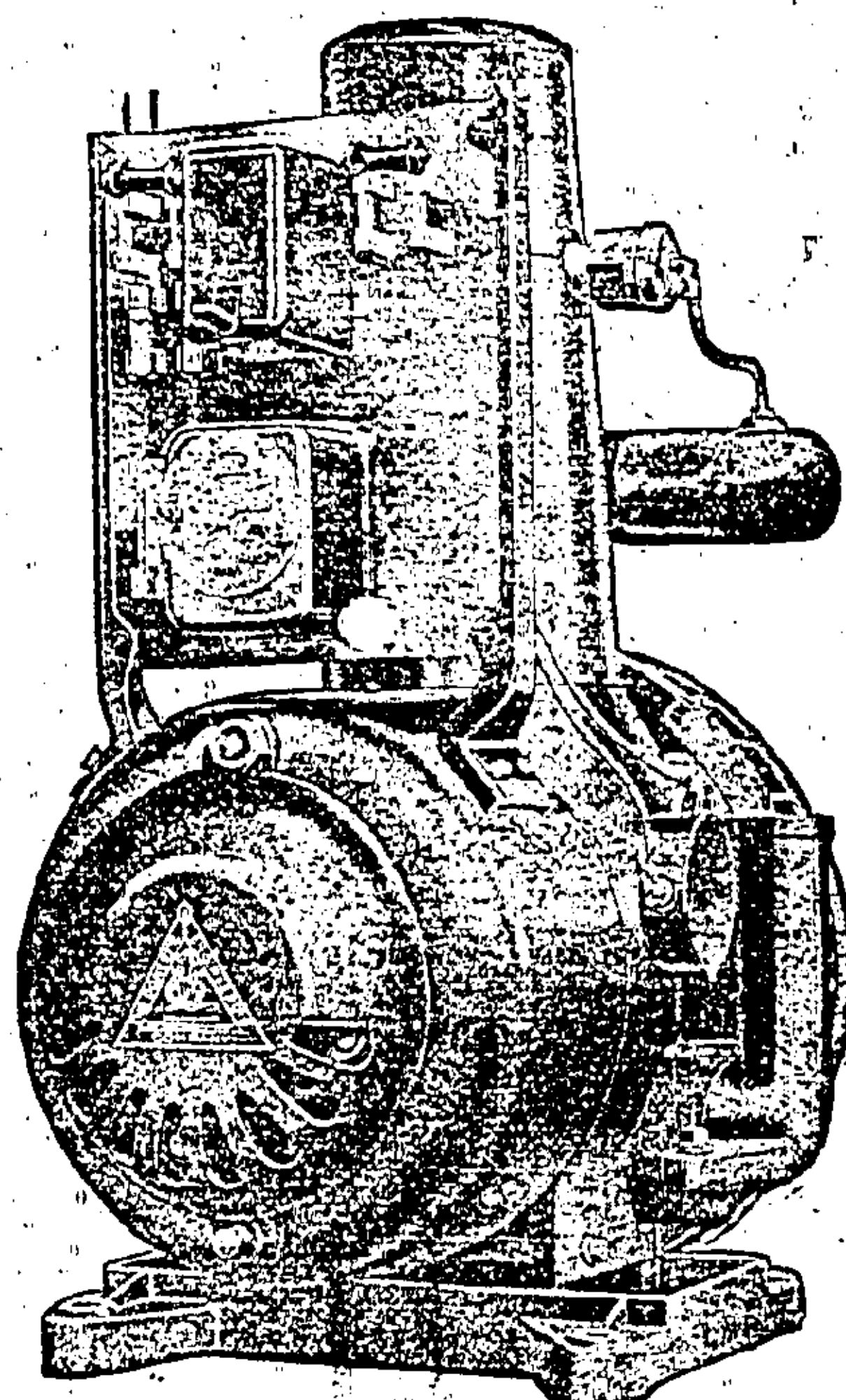
## VESSELS ADVERTISED AS LOADING

ORIGIN.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DEPARTED
San Francisco via Shanghai & Japan, &c.	Teoyo Maru	Teoyo Kisen Kaisha	On 27th May.
San Francisco via Shanghai, Japan &c.	Shibata Maru	Teoyo Kisen Kaisha	On 19th June.
San Francisco via Shanghai, Japan &c.	Yamashiro	Pacific Mail S.S. Co.	On 18th May.
San Francisco via Shanghai, Japan &c.	Yamashiro	Pacific Mail S.S. Co.	On 18th May.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 19th June.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 18th May.
Seattle, Tacoma, Victoria & Vancouver.	Edmore	Teoyo Kisen Kaisha	On 22nd May.
Victoria, B.C., & Seattle via S.F., &c.	Mitsui Maru	Teoyo Kisen Kaisha	On 22nd May.
Yamaguchi via Shanghai, Japan &c.	Kashima Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Yamaguchi via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Co.	On 22nd May.
Shanghai, Kobe & Yokohama	Anaba Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Australian Ports via Japan	Yamashiro	Teoyo Kisen Kaisha	On 22nd May, at 11 a.m.
Australian Ports via Japan	Yamashiro	Teoyo Kisen Kaisha	On 22nd May, at 11 a.m.
New York via Panama and Havanna	Lucerne	Butterfield & Swire	On 12th July.
Portland	Montague	The Admiralty Line	About 15th June.
New York via Panama	Bolton Castle	Doddwell & Co., Ltd.	End of May.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Shanghai, Moji, Kobe & Yokohama	Shantung	Butterfield & Swire	On 17th May.
Amoy, Shanghai and Peking	Tenn	Butterfield & Swire	On 18th May, at 2 p.m.
Shanghai and Ningbo	Tatsu Maru	Nippon Yusen Kaisha	On 18th May, at 4 p.m.
Calcutta via Straits & Rangoon	Yamashiro	Teoyo Kisen Kaisha	On 18th May.
Singapore, Penang & Belawan-Deli	Yamashiro	Teoyo Kisen Kaisha	On 18th May.
Keelung via Swatow and Amoy	Kaijo Maru	Teoyo Kisen Kaisha	On 18th May.
Singapore, Bangkok & Singapore	Yamashiro	Teoyo Kisen Kaisha	On 18th May.
Singapore, Amoy & Swatow	Yamashiro	Teoyo Kisen Kaisha	On 18th May.
San Francisco Direct	West Rimrod	Struthers and Dixon, Inc.	On 18th May.
Bombay & Colombo	Siam Maru	Teoyo Kisen Kaisha	On 22nd May, at Noon.
London and Antwerp	Havre Maru	Teoyo Kisen Kaisha	On 22nd May, at Noon.
London via Suez, Pango & Cebu	Mishima Maru	Teoyo Kisen Kaisha	On 22nd May, at Noon.
Mauritius, Delagoa Bay, Durban	Yamashiro	Teoyo Kisen Kaisha	On 22nd May, at Noon.
Marseilles, London & Antwerp	Delta	P. & O. S. S. Co.	On 22nd May.
Takao via Swatow and Amoy	Shota Maru	Teoyo Kisen Kaisha	On 22nd May.

# DELCO-LIGHT

THE LATEST MARVEL IN THIS MARKET IS A  
3 K. W. 32 AND 110 VOLT MACHINE WITH AN OUTPUT OF  
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For the Popularity  
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Number Sold for  
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in Fanning, the Pak  
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Cafes, Motor Ships.



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Colony; Also Travel-  
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IT IS UNDOUBTEDLY THE BEST OF ITS KIND IN THE MARKET.

WE HAVE STOCKS OF MACHINES WITH OUTPUTS OF FROM  
47 LIGHTS UP TO 280.

Stocks carried or to order of the following:—

"Bolinder's" Crude Oil Engines.  
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Cranes, Travelling Trolleys, etc.  
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Motor Bearing Metals.  
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\*SOLE AGENTS—

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TEL. 223.

TEL. ADDRESS: ABEONA.

## P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

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EGYPT, MEDITERRANEAN PORTS  
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Through Bills of Lading issued for BATA  
via PERSIAN GULF, CONTINENT  
TAL, AMERICAN AND SOUTH  
AFRICAN PORTS.

THE Homeward Mail Steamer Dunera  
carrying His Majesty's Mail, will be  
despatched from this port on or about  
15th May, 1920 taking Cargo for the  
above ports. Passengers accommodation  
in the connecting vessel, if available  
before departure from Hongkong.  
Bills of Lading Cargo for Italy,  
France, and London (under arrangement)  
will be conveyed in this steamer  
proceeding via Bombay and there  
transhipped to the connecting steamer  
for Marseilles and London.  
Parcels will be received at this Office  
until 11 Noon the day before sailing.  
The contents and value of all packages  
are required.

For further particulars, sailing dates,  
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MACKINNON, MACKENZIE & CO.,  
Hongkong, March 9, 1920.

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Also Shipchandlery Articles.

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OPERATING THE NEW FIRST CLASS STEAMERS  
"EQUADOR," "VENEZUELA" & "COLOMBIA"  
HONGKONG TO SAN FRANCISCO,  
via SHANGHAI, KUBE, YOKOHAMA and HONOLULU.

## THE SUNSHINE BELT

The most comfortable route to America and Europe.  
SAILINGS FROM HONGKONG AT NOON.  
S.S. "VENEZUELA" ... TUESDAY, May 18th.  
S.S. "EQUADOR" ... WEDNESDAY, June 16th.  
S.S. "COLOMBIA" ... WEDNESDAY, July 14th.

ALSO  
The following U.S. Shipping Board vessels  
S.S. "WEST CADDOK" ... SATURDAY, May 22nd for San  
Francisco direct.  
S.S. "EASTERN MERCHANT" ... TUESDAY, May 25th for San Francisco  
via Shanghai and Japan Ports.  
S.S. "WEST CONOB" ... Beginning of June for Baltimore via  
Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.  
S.S. "CADDOPPEAK" ... SATURDAY, May 15th for Madras via  
Singapore, Port Swettenham, Penang,  
Rangoon and Calcutta.

Cargo accepted on through Bills of Lading to all Points in the United  
States and Canada, also through Bills of Lading issued to Baltimore, Havana,  
Central and South American Ports.  
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PACIFIC MAIL S.S. CO.,

Hotel Mansions, Cable Address "SOLANO".  
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## Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

## THE Steamship

## "VAN WAERWYCK"

will be despatched on 15th June.

To SINGAPORE, PENANG and BELAWAN DELI.  
This vessel offers excellent Cabin-accommodation for Saloon-passengers.  
Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

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## WATERHOUSE LINE

## TRANS PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board Steamers  
For

SEATTLE-TACOMA-VICTORIA-VANCOUVER  
via Kobe and Yokohama.

"DELIGHT" ... May 20th.  
"WEST JAPPA" ... June 1st.

Further sailings to be announced later.  
Through Bills issued to all Overland Common Points  
in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

3rd Floor, HOTEL MANSIONS, Tel. No. 357.

## STRUTHERS & DIXON, INC.,

HONGKONG.

For SAN FRANCISCO DIRECT  
U.S.S.B.

S.S. "WEST HIMROD"  
MAY 25th.

Through Bills issued to all U.S. and Canadian  
Overland Common Points.

For Freight and Particulars apply to—

STRUTHERS & DIXON, INC.,

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Telephone No. 3008. Powell's Building.

## CHINA MAIL S.S. CO., LTD.

## SPECIAL SAILING

## S.S. "NILE"

## HONGKONG to SINGAPORE.

The s.s. "Nile" will sail from Hongkong for Singa-  
pore direct on Tuesday, June 1st, at noon, returning  
on or about June 14th.

For full particulars regarding freight or passage  
apply to

O. H. RITTER,

Agents.

Prince's Building, Tel., Passenger Dept. 1724  
Ice House Street, Tel., Freight Dept. & Agent. 2161

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"NAVY CONTRACTORS"  
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The newest styles in plain colours and fancy stripes in cotton and wool.

PRICES RANGE FROM \$3.25 per Suit.

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MEN'S WEAR SPECIALISTS.

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## INDIAN LABOUR.

## MALAYA AND HER COMPETITORS.

The *Financ Gazette* observes—Neither Malaya nor Ceylon can claim to offer to coolies the only prospects worth looking at; and new factors have rather counterbalanced the advantage that both these countries, especially Ceylon, have enjoyed from the geographical situation, so near to India. The stream of immigration is thinning, as it is bound to do under present conditions here, in view of Indian competition, and the rise in wages there. If the coolie is as well off in India as in Malaya, he cannot be expected to show the former alacrity in leaving, even acknowledging that everything possible is done here to house him properly, preserve him in bodily health, etc. If the price of rubber were to fall appreciably, a big increase in production costs could not be regarded without qualms by a number of estates in the Peninsula, but, generally, the present price leaves a useful margin of profit, and as there is no reason to anticipate that further concessions to the labourer, which may be decided upon, will be such as to reduce profits to a point that closely infringes on the prosperity mark of the various companies, the industry should be able to stand them. Everything indeed points to rubber fetching a satisfactory figure and maintaining it for some time.

## WALLS OF JERUSALEM.

## EX-KAISER'S FAMOUS ENTRANCE.

Mr. E. W. G. Masterman delivered a lecture on The Walls of Jerusalem at various periods before the Victoria Institute at the Central Hall, Westminster, recently, and expressed the opinion that the original city was situated south of the Temple Hill, outside the present wall of the city. The original wall built partly by David and then by Solomon and later kings, ran from the Temple enclosure along the western branch of the Tyropean Valley to the corner gate where now is the Jaffa gate, and then south and so finally enclosing the ancient City to the Temple. Then there were a second and later a third wall. If the theory were correct that the second wall ran from the centre of the western branch of the Tyropean Valley north eastwards so as to enclose a part of the eastern valley, then the Church of the Holy Sepulchre would be outside the wall. The third wall was built hurriedly in 70 A.D., and was destroyed in the capture of Jerusalem. This was probably on the lines of the present north wall of the city. Later came Hadrian's wall on the south side. This did not enclose the site of the original city, but was where the present south wall runs. Speaking of the Jaffa gate, Mr. Masterman said the widespread belief that the wall was breached there for the ex-Kaiser to enter the Holy City was untrue. What really happened was that a portion of the moat was filled in to make a carriage way into Jerusalem.

## TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Grocers.

## CHURCH SERVICES.

## ST. JOHN'S CATHEDRAL.

HONGKONG MAY 16TH 1920.  
SUNDAY AFTER ASCENSION.

Holy Communion at 7.30 a.m.  
Children's Service at 10 a.m.  
Responses, Psalms, Venite: Euphonia; Psalms, 83 (Stainer), 96 (Laves); Te Deum, Oakeley in F.; Jubilate, Oakeley in G.; Anthem, "Why seek ye," Hopkins; Hymn, 147.  
Holy Communion at 12 noon.  
Evangelists at 6 p.m.  
Responses, Psalms, 148 (Bach), 149 (Tart), 150 (Humbrey); Magnificat, Havergal; Nunc Dimittis, Wesley; Hymns, 147, 144, 304.

## St. Andrew's Church, Kowloon.

16TH MAY 1920—6TH SUNDAY  
AFTER EASTER.

Choir Services.  
Holy Communion.  
Morning Prayer at 11 a.m.  
Hymns, 242—Tune 331—A. & M. Psalm, 8—Chant 9; Psalm, 81—Chant 29; Te Deum, 1st—Setting; Jubilate Deo, Chant 121; Hymn, 229; Hymn, 294—Tune 290 A. & M.  
Evening Prayer at 8 p.m.  
Hymns, 242—Tune 331—A. & M. Psalm, 24—Chant 47; Psalm, 47—Chant 87; Magnificat, Chant 145; Nunc Dimittis, Chant 227; Hymn, 51; Hymn, 318. Vesper, "Holy Father cheer our way."

## St. Peter's Church, West Point.

Sunday After Ascension day, May 16th.

8 a.m.—Holy Communion.  
11 a.m.—Sung Matins.  
Preacher: The Chaplain.

## Peak Church.

8.15 a.m.—Holy Communion.  
6.30 p.m.—Evening Service.

## First Church of Christ Scientist, MacDonnell Road.

Sundays, 11.15 a.m.  
Wednesdays, 5.30 p.m.

## Wesleyan Methodist Church, Wanchai.

SUNDAY 16TH MAY 1920.

Morning Service at 10.15 a.m.  
Preacher: Rev. S. W. Scholes.  
Evening Service at 6 p.m.  
Preacher: Rev. S. W. Scholes.

## Soldiers' and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Meeting, 6 p.m.

## Roman Catholic Cathedral, Gloucester.

Mass at 6, 7 and 9.30 a.m.  
High Mass at 8 a.m.  
5.30 p.m.—Benediction of the Blessed Sacrament.

## St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

## BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

## NEW P. &amp; O. VESSELS.

## THE "NALDERA" AND "NARKUNDA."

There are now lying in Tilbury Dock two mail and passenger steamers, the "Naldera" and "Narkunda," fresh from the hands of their builders which are believed to be the most luxurious and attractive vessels yet designed for the Indian and Australian trades. The "Naldera" will be despatched for Australian ports via Bombay on the 10th instant and the "Narkunda" to Bombay via Egypt and Aden a fortnight later.

The "Naldera" was launched from the yard of Messrs. Caird & Co., Greenock (since amalgamated with the firm of Harland & Wolff, Ltd.), on December 29, 1917. Although intended for completion as a passenger and mail steamer she was, owing to the exigencies of the war, temporarily fitted out as a cargo steamer and later converted for use first as an aeroplane carrier and then as an armed merchant cruiser, but has now been entirely reconditioned for the service for which she was originally projected. She is of 15,800 gross tons, length 605 feet, breadth 67 feet 2 inches, moulded depth (main deck to keel) 47 feet 4 inches and is driven by two sets of quadruple expansion reciprocating engines developing 18,000 horse power and a sea-speed of 18½ knots.

The first and second dining saloons are respectively at the forward and after ends of the midship portion of the main deck with elaborately equipped kitchens and culinary offices between. Both dining saloons extend through the width of the ship, and all possible care has been expended in planning their lighting and ventilation. On the main deck, aft, are second saloon cabins and bath rooms. The upper deck is entirely occupied by first and second class cabins liberally interspersed with bath rooms, and there are, besides, on this deck, six bedrooms—deluxe with bath rooms, etc., en suite.

First-class bedrooms are two persons full the middle portion of the hurricane deck, on the after part of which are the second saloon smoking and music rooms and, at the forward end, a double range of single or two-bed cabins. Cabin ports on this deck all open under the shelter of the promenade deck; amidships there is a continuous range of bath-rooms. All cabins throughout the ship have lavatory basins with continuous water supply, wardrobes, and, in many cases, writing tables. Where the cabins are double-banked, they are arranged on the tandem principle, so that every cabin, whether of the first or second class, has its own port-holes opening to the outside air.

The promenade decks, both first and second class, strike one as being wider and longer than are commonly seen, and that this is not merely an impression is proved by the structure of the upper part of the vessel which shows the promenade deck supported on brackets which splay outwards beyond the limits of the bulwarks, suggesting, constructively, what is known in architecture as an overhanging upper story. The small lateral extension above the brackets, multiplied longitudinally, makes an immense difference in space and has been secured without the slightest sacrifice of any essential structural quality.

All the public rooms of the "Naldera" are panelled in dull finished brown oak, with the exception of the first class dining saloon, the walls of which have been painted to imitate the exact appearance and slight variation in tone of old ivory. In pleasant contrast with these vellum like walls, are the movable chairs in natural coloured oak, with oval backs, pierced centre panels, whose design recalls but excels the work of Heppelwhite.

Round the oval well which rises from the centre of the saloon is a riotously painted deep frieze by Professor Gerald Moira, in gay and animated tints, where nymphs and dryads disport themselves in woodland surroundings under the bright lemon-coloured sky of an Eastern sunset. The treatment of this painting is broad and effective, and when it is illuminated by the scores of electric lights placed beneath it and hidden from below by a cornice moulding, the whole of the frieze is a blaze of gorgeous colouring.

Moreover, the music room, which surrounds this central well on the promenade deck, two decks above the dining saloon, also receives its main effect from Professor Moira's work which, indeed, dominates the decorative scheme of this part of the ship, the quiet and reticent treatment

of walls and ceilings contributing a rich but subdued frame work to the picture.

The music saloon is divided from the divan by a light wooden bulkhead with plate glass doors. Generally, both apartments are designed and furnished in a style which combines elegance and comfort in a superlative degree. At the after end of the promenade deck is the first class smoking room, the furniture of which is in the style of William III and Mary. Here are deep, roomy lounges and big arm-chairs upholstered in green morocco leather, the walls being panelled between fluted pilasters, having carved caps. At its after end, the first smoking saloon opens on to a large sheltered verandah cafe, and there are, at the after end of the divan, two smaller wing verandahs with appropriate furniture. Forward of the smoking saloon on this deck are twenty single-bed cabins with abundant bath-rooms accommodation. Above the smoking saloon, on the boat deck, is a second verandah cafe facing aft and overlooking the fine sheltered second-class promenade on the poop deck.

The second class dining and smoking saloons are beautifully panelled and mahogany chairs in the style of Queen Anne, with tall backs and centre splats, inlaid with the monogram of the Company, are part of the furnishing equipment.

A striking feature of the "Naldera" is the gymnasium, which is situated on the promenade deck between the divan and the smoking saloon. Here those inclined to exercise will find such novelties as an electrically-driven riding horse, a double cycle-racing machine, hydraulic rowing machine, adjustable punch ball, pulley-weight exerciser, nautical steering wheel with artificial resistances, wrist exercisers, dumb-bells, foils, etc., together with a weighing machine and a height recorder.

One of the most fascinating apartments of the vessel is the chart-room, where none but those concerned with the navigation of the ship may penetrate. Here are up-to-date devices for the working of the vessel at sea. A tell-tale board from which current is turned on from a series of switches to the mast-head lights and the stern light (white) the port and starboard lights (red and green respectively) at the same time illuminates corresponding miniature lights on the switch-board; if by any mischance any one of the main lights should cease to gleam its tell-tale correspondent also becomes extinguished and an alarm bell is sounded in the chart-room. Above the telemotor steering gear is a periscope prism which projects the compass card, as a vertical face at the level of the helmsman's eyes, so that he may at the same time view the card, the course, and the waters through which the vessel is advancing; chiefly, it obviates the need of stooping over the compass card which is balanced horizontally in the binnacle below. In another bridge-indicator miniature vertical pistons, red and green, actuated from the port and starboard engines themselves, reflect the action of the engines and ensure accord with the directions transmitted from the bridge. Telephonic communication is provided between the bridge and the various departments of the ship, the powerful instruments magnifying the human voice so that replies can be heard at a considerable distance.

Outside the chart-room the expanse of the bridge itself excites mild surprise but it is in keeping with the rest of the ship, whose abiding characteristic, from the cabins of the captain, officers and passengers to the quarters of the crew—is generous spacing. The "Naldera" sounds the knell of the old days when two or more junior officers shared a cabin of limited dimensions with a detail of personal privacy; on the chart-room level each officer has his own apartment; and the range of officers' cabins is completed by bath rooms, etc., en suite. Turning one's eyes aft over the expanse of the boat deck one sees ranges of roomy, substantial and shapely lifeboats which challenge the statements—from a naval pen—in a recent magazine article as to the character of this provision in liners.

Two handsome sets of reciprocating engines mainly fill the space in the engine-room. Here one may stand and trace the course of the condensed and purified water delivered at boiling point to the boilers, passing thence, as steam through its asbestos-jacketed channel to the high-pressure cylinders, which it reaches with a force of 210 lbs. to the square inch, thence through the first and second intermediate to the low pressure cylinders where it arrives with a mean force to the square inch of less than 15 lbs; thence to the condenser and as fresh water re-purified and re-heated, back to the boilers and so on, in endless circulation. As in every ship, there is a constant loss of fresh water in

this process of circulation, and to replace this the sea-water condenser is, as usual, a constant contributor. One turns to the enormity of the main shafts there is grouped auxiliary machinery which generates electric current for light and power or produces arctic temperatures for the preservation in transit of the successive consignments of perishable cargo which the "Naldera" will bring from "down under" to the insufficiently producing mother country.

Forward of the engine-room is a street of boilers served by fifty furnaces. At one end and a little aside from the midship way which runs fore and aft between the boilers is an uninteresting grating of wide interstices. The function which it serves is remarkable enough; through this grating all the ashes of the furnaces are passed into a chamber having for its floor a trap door opening to the deep sea beneath the ship; about this door play opposing forces, for the pressure of the outer sea keeps the door closed until there comes into action above it a jet of water driven at such pressure as to force the door downwards and open; into this jet fall from the grating the "ashes" of which the ship must constantly rid her furnaces and herself and by it these are driven into the sea; and as the pressure of the jet is greater from above than that of the sea from beneath, no sea-water can make its way into the vessel through the open door. When the water jet is suspended, the rush of sea-water to the opening carries the door with it, closes it and keeps it closed until the ash-ejecting jet be again brought into operation.

One indispensable device on the main engines, the link motion invented by Stephenson, the father of steam engines, has not been displaced by any superior contrivance to this day. From one of the side platforms of the starboard engine one may examine a compact automatic governor which instantly shuts off steam when, in a pitching sea, the propeller emerges from the water and which reopens the steam valve when the propeller is again immersed. This applied also on the port side, prevents "racing" of the engines thereby saving an incalculable amount of wear and tear, and prolonging their life to a very considerable extent.

Care of the health of the ship's company is of course in the hands of a qualified medical man, whose dispensary adjoins his personal cabin. En suite are a pair of two-bed cabins where any serious case of illness may be tended; while, for infectious cases, three isolation houses are provided on the extremity of the poop—one each for male or female Europeans, the third for native seamen or firemen.

The ship's cabins have an allure of their own; cool white enamelled walls, berths, each (where more than one occurs) with its own electric fan and reading lamp, promise the most agreeable conditions for repose. A steward's pantry on every deck, fully equipped for immediate service, is a great convenience and will make much for the early morning comfort of passengers en voyage. There are specially arranged rooms, known as the "inchope" cabins, whose optional combination offers convenient facilities for family parties.

Communication between the successive tiers of first saloon accommodation on the main, upper, hurricane and promenade decks is rendered easy by two electrically-driven passenger lifts which, on the hurricane deck, give access to the spacious vestibule or reception hall and the purser's information bureau. The "Naldera" has accommodation in the first saloon for 426 passengers, and for 247 passengers in the second saloon, for all of whom the dining saloons provide simultaneous seating accommodation.

The "Narkunda" whose constructional history is similar to that of the "Naldera" was built at Messrs. Harland and Wolff's Belfast yard, and has also been brought into the condition originally planned. She is of approximately the same dimensions and general character as the "Naldera" and like her has three funnels and a stern of the cruiser type, these ships being the earliest of P. & O. steamers to be so designed. The character of these is a matter of superlative interest for the prospective passenger. The P. & O. Company claim that it has been and is their policy to carry out a building programme which, from the passengers' point of view, shall be continuously progressive; and the "Naldera" and "Narkunda" are the first of a new series of six vessels which will, in some sense, reflect the increasing activities and wealth of the British Communities of the Southern Hemisphere.

Two new launches are being built for the "WALLA-WALLA" Reet. Phone No. 3516.

## NOTICES.

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Discriminating people everywhere have been educated to know that underwear is the article of apparel that really requires the greatest care in its selection. The ideal underwear for hot weather must be light in weight, durable, absorbent and elastic. For these reasons the porous principle in underwear is the solution of the hot-weather problem. The pores in the fabric are in reality little cells that permit the air to circulate between the outer clothing and the skin. These little chambers allow the heat from the body to evaporate before it has a chance to condense and form perspiration, thus keeping the body dry and cool.

Underwear however, must be more than porous to be comfortable; it must be elastic. Elasticity is of prime importance as it allows the garment to give full play to the movements of the body and prevents it from chafing and binding. Keepkool underwear is the only brand that fulfils all of these necessary conditions. It is porous for coolness, elastic for comfort, lock stitched for durability, and absorbent for health. No other brand selling at popular prices contains all of these necessary features.

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HONGKONG GARRISON  
TENNIS LEAGUE.

## THE LIST OF FIXTURES.

The following is a list of fixtures in the Hongkong Garrison Tennis League, play in which has already commenced. Since the fixture list was drawn up, the Band of the Wiltshires, which had entered a team, have been forced to withdraw, because the Band players are required for their respective Companies. Master-Gunner May is Secretary of the League. Owing to the scarcity of Army courts, the number of games has been reduced from eleven to nine. The list is as follows—

## DURING THE WEEK-ENDING.

8th May—"B" Co. Wilts v. Staff; R.E. v. 88 Co. R.G.A.; R.A.M.C. "A" v. "D" Co. Wilts; R.A.M.C. "B" v. 83 Co. R.G.A.; "A" Co. Wilts, Bye.  
15th May—"A.O.C." v. R.E.; Staff v. R.A.M.C. "A"; 88 Co. R.G.A. v. R.A.M.C. "B"; "D" Co. Wilts v. "A" Co. Wilts; 83 Co. R.G.A. v. "B" Co. Wilts; "C" Co. Wilts, Bye.  
22nd May—"A" Co. Wilts v. R.A.O.C.; "C" Co. Wilts v. Staff; R.E. v. 88 Co. R.G.A.; R.A.M.C. "A" v. "D" Co. Wilts; Staff v. 83 Co. R.G.A.; R.A.M.C. "B" v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
29th May—"A.O.C." v. "C" Co. Wilts; "A" Co. Wilts v. Staff; R.E. v. 88 Co. R.G.A.; R.A.M.C. "A" v. "D" Co. Wilts; Staff v. 83 Co. R.G.A.; R.A.M.C. "B" v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
5th June—"C" Co. Wilts v. 83 Co. R.G.A.; R.A.M.C. "B" v. R.A.O.C.; R.E. v. "B" Co. Wilts; R.A.M.C. "A" v. "D" Co. Wilts; Staff v. 88 Co. R.G.A.; R.A.M.C. "B" v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
12th June—"A" Co. Wilts v. "C" Co. Wilts; "B" Co. Wilts v. Staff; R.A.M.C. "A" v. R.E.; R.A.O.C. v. R.A.M.C. "B"; "D" Co. Wilts v. 83 Co. R.G.A.; 83 Co. R.G.A. v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
19th June—"A" Co. Wilts v. Staff; 88 Co. R.G.A. v. "B" Co. Wilts; R.A.M.C. "A" v. "D" Co. Wilts; Staff v. R.A.M.C. "B"; "A" Co. Wilts v. 83 Co. R.G.A.; 83 Co. R.G.A. v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
26th June—"A.O.C." v. 88 Co. R.G.A.; "B" Co. Wilts v. R.A.M.C. "A"; 83 Co. R.G.A. v. "D" Co. Wilts; Staff v. "C" Co. Wilts; R.A.M.C. "B" v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
3rd July—"A" Co. Wilts v. Staff; R.A.M.C. "A" v. "B" Co. Wilts; R.A.M.C. "B" v. "C" Co. Wilts; 88 Co. R.G.A. v. 83 Co. R.G.A.; R.A.O.C. v. "D" Co. Wilts; R.E. v. "A" Co. Wilts; "A" Co. Wilts, Bye.  
10th July—"88 Co. R.G.A. v. "A" Co. Wilts; "B" Co. Wilts v. Staff; R.A.M.C. "A" v. "D" Co. Wilts; Staff v. "C" Co. Wilts; R.A.M.C. "B" v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
17th July—"R.E. v. "C" Co. Wilts; Staff v. 88 Co. R.G.A.; "B" Co. Wilts v. "D" Co. Wilts; 83 Co. R.G.A. v. R.A.O.C.; "A" Co. Wilts v. R.A.M.C. "A"; "A" Co. Wilts v. R.A.M.C. "B"; "A" Co. Wilts, Bye.  
24th July—"A.O.C." v. "B" Co. Wilts; Staff v. "C" Co. Wilts; 88 Co. R.G.A. v. R.E.; "D" Co. Wilts v. R.A.M.C. "A"; 83 Co. R.G.A. v. R.A.M.C. "B"; "A" Co. Wilts, Bye.  
31st July—"R.E. v. R.A.O.C.; R.A.M.C. "A" v. Staff; R.A.M.C. "B" v. 88 Co. R.G.A.; "A" Co. Wilts v. "D" Co. Wilts; Staff v. "C" Co. Wilts; R.A.M.C. "B" v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
7th August—"A.O.C." v. "A" Co. Wilts; 88 Co. R.G.A. v. "B" Co. Wilts; Staff v. R.E.; 83 Co. R.G.A. v. R.A.M.C. "A"; "D" Co. Wilts v. R.A.M.C. "B"; "B" Co. Wilts, Bye.  
14th August—"C" Co. Wilts v. R.A.O.C.; "B" Co. Wilts v. "A" Co. Wilts; R.A.M.C. "A" v. Staff; R.A.M.C. "B" v. 88 Co. R.G.A.; R.E. v. 83 Co. R.G.A.; "D" Co. Wilts, Bye.  
21st August—"88 Co. R.G.A. v. "C" Co. Wilts; R.A.O.C. v. R.A.M.C. "A"; "B" Co. Wilts v. R.E.; "A" Co. Wilts v. R.A.M.C. "B"; "D" Co. Wilts v. Staff; 88 Co. R.G.A. v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
28th August—"C" Co. Wilts v. "A" Co. Wilts; Staff v. "B" Co. Wilts; R.A.M.C. "A" v. R.A.O.C.; 88 Co. R.G.A. v. "D" Co. Wilts; Staff v. "C" Co. Wilts; R.A.M.C. "B" v. "A" Co. Wilts; "B" Co. Wilts, Bye.  
4th September—"A" Co. Wilts v. E.; "B" Co. Wilts v. 88 Co. R.G.A.; 83 Co. R.G.A. v. Staff; R.A.M.C. "A" v. "D" Co. Wilts; "A" Co. Wilts v. R.A.M.C. "B"; "A" Co. Wilts, Bye.  
11th September—"88 Co. R.G.A. v. R.A.O.C.; R.A.M.C. "B" v. "B" Co. Wilts; "A" Co. Wilts v. 83 Co. R.G.A.; R.A.M.C. "A" v. "D" Co. Wilts; R.E. v. "D" Co. Wilts; Staff, Bye.  
18th September—"Staff v. "A" Co. Wilts; "B" Co. Wilts v. R.A.M.C. "A"; "C" Co. Wilts v. R.A.M.C. "B"; 83 Co. R.G.A. v. 88 Co. R.G.A.; "D" Co. Wilts v. R.A.O.C.; R.E. v. "B" Co. Wilts; "A" Co. Wilts v. R.A.M.C. "A"; "A" Co. Wilts, Bye.  
25th September—"A" Co. Wilts v. 88 Co. R.G.A.; "B" Co. Wilts v. "C" Co. Wilts; 83 Co. R.G.A. v. "D" Co. Wilts; R.A.M.C. "A" v. R.E.; R.A.O.C. v. Staff; R.A.M.C. "B" v. "A" Co. Wilts, Bye.  
2nd October—"C" Co. Wilts v. R.E. 88 Co. R.G.A. v. Staff; "D" Co. Wilts v. "B" Co. Wilts; R.A.O.C. v. 83 Co. R.G.A.; R.A.M.C. "B" v. "A" Co. Wilts; R.A.M.C. "A" v. "B" Co. Wilts, Bye.

## POST OFFICE.

The Hongkong Post Office for 1920, may now be obtained at the G.P.O. at 50 cents per copy.

## INWARD MAIL.

SUNDAY, May 16.  
Japan—Per TATSUNO MARU.  
Straits—Per NELLORE.  
U.S.A., Japan and Shanghai—Per TENYO MARU.  
MONDAY, May 17.  
Straits—Per DELTA.  
Shanghai—Per SUNNING.  
TUESDAY, May 18.  
Shanghai and Japan—Per MISHIMA MARU.  
SATURDAY, May 22.  
Straits—Per TSUSHIMA MARU.  
MONDAY, May 24.  
Australia—Per TANGO MARU.

## OUTWARD MAIL.

SATURDAY, May 15.  
Shanghai and North China—Per TEAN, 3 p.m.  
Straits, Bangkok, Ceylon, Mauritius, India via Dhanushkodi, Bombay and Aden—Per SIAM MARU, 4 p.m.  
Haiphong—Per MO HON, 5 p.m.  
Quinhon—Per TOMSIMA MARU, 5 p.m.  
Port Said—Per CHUEN ON, 5 p.m.  
Formosa via Keelung—Per TAGA MARU, 5 p.m.  
Wahai, Cebu and Tientsin—Per HUIHOW, 5 p.m.  
Hoibow, Pakhoi and Haiphong—Per KAITUNG, 5 p.m.  
Shanghai and North China—Per PROFESSOR, 5 p.m.  
SUNDAY, May 16.  
Swatow, Amoy and Formosa via Keelung—Per KALFO MARU, 9 a.m.  
MONDAY, May 17.  
Shanghai, North China, and Japan via Moit—Per NELLORE, 3 p.m.  
Swatow and Fochow—Per CHEK SANG, 3 p.m.  
Shanghai and North China—Per DELTA, 5 p.m.  
TUESDAY, May 18.  
Swatow and Fochow—Per LUCHOW, 9 a.m.  
Shanghai, North China, Japan, via Kobe, Honolulu, Canada, United States, Central and South America, and EUROPE via SAN FRANCISCO—Per VENEZUELA, Registration 2.45 p.m. Letters 3.30 p.m.  
Swatow, Amoy and Fochow—Per HAI HONG, 1 p.m.  
Amoy, Shanghai and North China—Per SHANTUNG, 2 p.m.  
WEDNESDAY, May 19.  
Mauritius—Per HWAH KUN, 10 a.m.  
THURSDAY, May 20.  
Swatow, Amoy and Formosa via Takao—Per SOSEU MARU, 8 a.m.  
Shanghai and North China—Per SUNNING, 10 a.m.  
Shanghai, North China, Japan via Kobe—Per INABA MARU, 10 a.m.  
Japan via Kobe, Seattle and Vancouver—Per DELIGHT, 11 a.m.  
FRIDAY, May 21.  
Swatow, Amoy and Fochow—Per HAICHING, 1 p.m.  
Philippine Islands—Per YUENSANG, 3 p.m.  
SATURDAY, May 22.  
Straits, Bangkok, Ceylon, Mauritius, India via Dhanushkodi, Egypt and Europe via MARSEILLES—Per MISHIMA MARU, Registration 2.45 a.m. Letters 3.30 a.m.  
Philippine Islands, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via VICTORIA B.C.—Per KASHIMA MARU, Letters 10 a.m.

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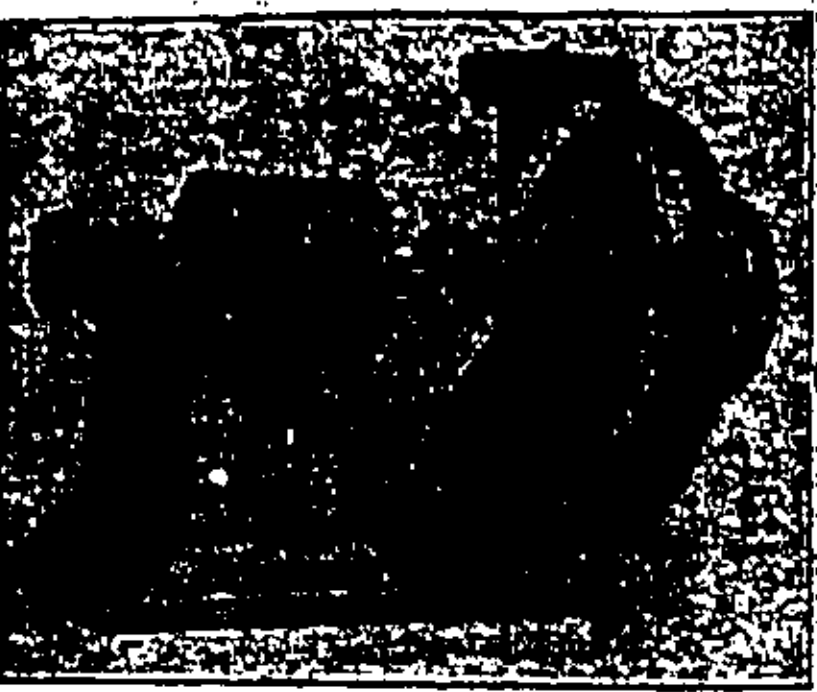
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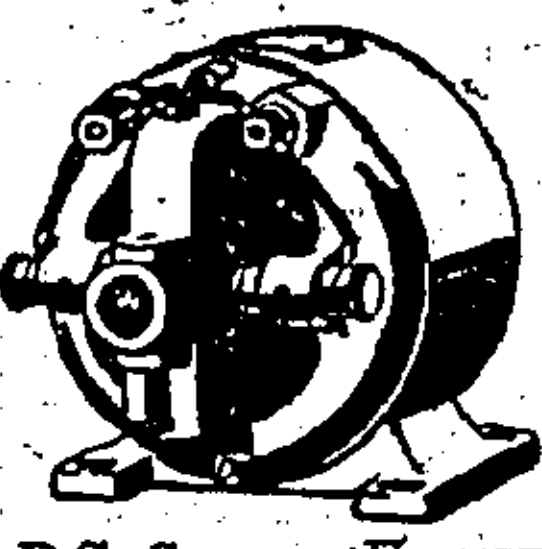
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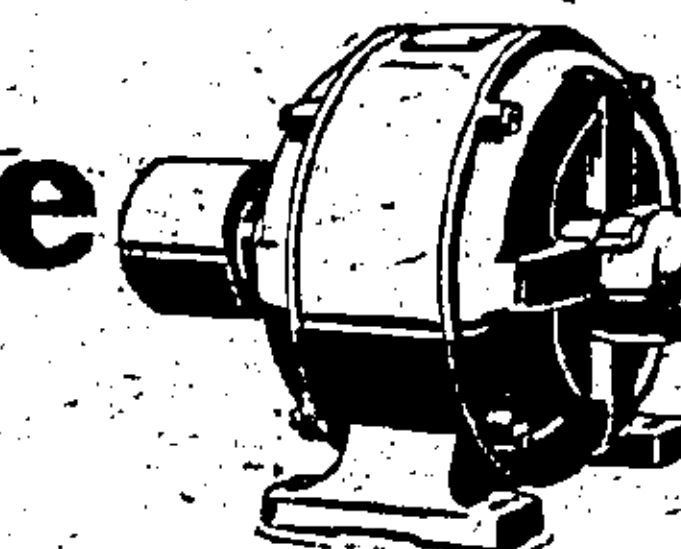
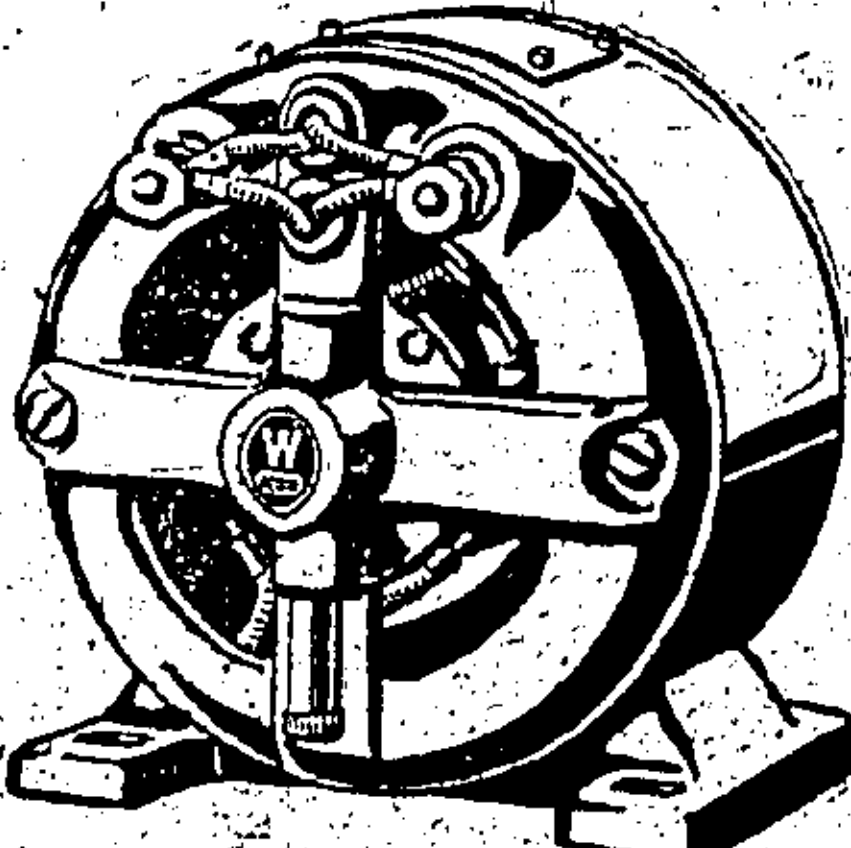
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TYPE C.A.

These General Utility Motors can be used to drive many small machines such as Sign Flashers, Small Printing Presses, Blowers, Etc. Made in sizes ranging from 1/20 to 1 H.P.



## MOVEMENTS OF STEAMERS.

The C.P.O.S. Co's R.M.S. *Empress of Japan* arrived at Kobe on the 13th May and is due at Hongkong on the 15th May. The C.P.O.S. Co's s.s. *Meikong* arrived at Yokohama on the 3rd April and is due at Vancouver on the 15th May. The T.M. s.s. *Tung Ma* sailed from Shanghai at 2 p.m. on the 13th inst. and is due at this port Sunday, 16th inst. at daylight. The F. & O. S. N. Co. s.s. *Nellie* left Singapore for this port on 11th inst. at 5 a.m. and is due here on the 16th inst. at about 11 a.m. The N.Y.K. s.s. *Tatsuno Maru* (Calcutta Line) left Kobe for this port via Moji on the 15th May and is expected here on the 16th May. The Bon Line s.s. *Banadir* from Antwerp and London left Singapore for this port on 9th May and may be expected to arrive here on the 15th May. The F. & O. S. N. Co. s.s. *Delia* left Singapore for this port on the 13th inst. at 4 p.m. and is due here on the 17th inst. at about 8 a.m. The F. & O. S. N. Co. s.s. *Japan* left Singapore for this port on the 14th inst. at 4 a.m. and is due here on the 17th inst. at about p.m. The N.Y.K. s.s. *Inaba Maru* (European Line) left London for this port via Suez on the 9th April and is expected here on the 16th May. The N.Y.K. s.s. *Mishima Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 15th May and is expected here on the 16th May. The N.Y.K. s.s. *Tsushima Maru* (Liverpool Line) left Liverpool for this port via Suez on the 14th April and is expected here on the 16th May. The N.Y.K. s.s. *Tango Maru* (Australian Line) left Thursday Island for this port via Manila on the 11th May and is expected here on the 16th May. The C.P.O.S. Co's R.M.S. *Montezuma* left Vancouver for Hongkong, via Japan ports, and Shanghai on the 1st May and is due here on or about the 16th May. The C.P.O.S. Co's R.M.S. *Empress of Asia* left Vancouver for Hongkong, via Japan ports, Shanghai and Manila, on the 8th May and is due here on or about the 17th May. The N.Y.K. s.s. *Portland Maru* (Bombay Line) left Bombay for this port direct on the 9th May and is expected here on the 16th May. The N.Y.K. s.s. *Awa Maru* (Liverpool Line) left Glasgow for this port via Suez on the 3rd April and is expected here on the 16th May. The N.Y.K. s.s. *Prang Maru* (Liverpool Line) left Glasgow for this port via Suez on the 18th April and is expected here on the 16th May. The N.Y.K. s.s. *Iyo Maru* (European Line) left London for this port via Suez on the 8th May and is expected here on the 17th May.

## A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cured for immediately. You can get nothing better, and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

## ENTERTAINMENTS.

THE CORONET  
SUPER SEASON.

TO-NIGHT at 5.15 & 9.15 p.m.

Superproduction prices.

NAZIMOVA

in the triumph of her screen career.

## "OUT OF THE FOG"

At 2.30 & 7.15 p.m.

"ELMO THE MIGHTY"

Episodes 3 & 4.

## HONGKONG THEATRE.

TO-NIGHT: at 5.15 and 9.15 p.m.

GEORGE BEBAN

in a powerful, appealing story in 6 parts.

## "HEARTS OF MEN"

[Prices as usual.]

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BLACK LEAD MILLS, LONDON

## SHIPS DUE TO ARRIVE.

## FROM EUROPE.

The s.s. *NELLORE*, left London Mar. 29th and is due here via Colombo, Penang and Singapore May 15.  
The s.s. *DELTA*, left London Apr. 10th, is due here via Colombo, Penang and Singapore May 17.  
The s.s. *TEIRANIAS*, due here May 17th, and sails for Shanghai May 18.  
The s.s. *HELENUS*, due here May 18th, and sails for Shanghai May 19.  
The s.s. *TALITHYBIUS*, due here June 1st, and sails for Japan, June 2.  
The s.s. *PAK LING*, due here June 2nd, and sails for Japan via Shanghai June 4.  
The s.s. *AGAPENOR*, due here June 4th, and sails for Japan, June 5.  
The s.s. *ELPENOR*, due here June 14th and sails for Shanghai June 15.  
The s.s. *DEUCALION*, due here June 18th, and sails for Shanghai, June 19.  
The s.s. *THESEUS*, due here June 19th and sails for Shanghai and Hankow June 20.  
The s.s. *LAOMEDON*, due here June 20th and sails for Japan June 21.  
The s.s. *DEMODOCUS*, due here June 21st and sails for Shanghai June 22.  
The s.s. *PYRRHUS*, due here June 23rd and sails for Shanghai June 24.  
The s.s. *ALCINOUS*, due here July 3rd and sails for Shanghai and Taku July 4.  
The s.s. *BELLEROPHON*, due here July 13th and sails for Japan July 14.  
The s.s. *NINGHOW*, due here July 15th and sails for Shanghai and Japan July 16.  
The s.s. *STIEGERWALD*, due here July 15th and sails for Japan July 16.

## FROM AMERICA.

The s.s. *BOADOR*, leaves San Francisco May 1st, and is due here, via Honolulu, Japan, Shanghai and Manila, June 9.  
The s.s. *TYNDAROS*, leaves Seattle May 14th and is due here via Yokohama, Kobe and Manila, June 15.  
The s.s. *COLUMBIA*, leaves San Francisco May 20th and is due here via Honolulu, Japan, Shanghai and Manila, July 7.  
The s.s. *IXION*, leaves Seattle June 24th and is due here via Yokohama, Kobe and Manila, July 25.  
The s.s. *PROTEUS*, leaves Seattle July 11th, and is due here via Yokohama, Kobe and Manila August 15.

## FROM CALCUTTA.

The s.s. *ARRATON APOAR*, left Calcutta Apr. 20 and is due here May 11.  
The s.s. *JAPAN*, left Calcutta May 4th and is due here May 19.  
The s.s. *TORILLA*, left Calcutta May 6th and is due here May 20.

## FROM BOMBAY.

The s.s. *GHARINDA*, left Bombay May 1st, and is due here May 19.

## FROM MANILA.

The s.s. *TYNDAROS*, leaves Manila June 13th and is due here May 15th and leaves for Seattle via Kobe and Yokohama, June 24.

## FROM SINGAPORE.

The s.s. *IXION*, leaves Manila July 29th and is due here July 31st, sailing for Seattle via Kobe and Yokohama, Aug. 5.  
The s.s. *PROTEUS*, leaves Manila August 13th, and is due here Aug. 15th, and sails for Seattle via Kobe and Yokohama August 25.  
The s.s. *TYNDAROS*, leaves Manila Sept. 9th, is due here Sept. 11th, and sails for Seattle via Kobe and Yokohama Sept. 21.

## FROM JAPAN.

The s.s. *MUTTRA*, leaves Kobe May 10th and is due here May 17.  
The s.s. *FASTER*, leaves Kobe May 14th and is due here May 19th, and leaves for Australia, ports on May 16.  
The s.s. *TELEMACHUS*, leaves Yokohama May 8th and is due here via Kobe, and Shanghai May 23.  
The s.s. *TAKADA*, leaves Kobe May 13th and is due here May 24.  
The s.s. *STENTOR*, leaves Yokohama May 13th and is due here via Kobe May 25th, and sails for London, Amsterdam and Hamburg via Singapore, May 27.  
The s.s. *NOVARA*, leaves Yokohama May 17th and is due here via Japan ports and Shanghai, May 27.  
The s.s. *KIDDERPORE*, leaves Yokohama May 21st, is due here May 29th and leaves for Australia, via ports on May 30.  
The s.s. *ARRATON APOAR*, leaves Kobe May 25th, and is due here June 1.  
The s.s. *NECYS*, leaves Yokohama May 22nd, is due here via Kobe and Shanghai June 7th and sails for London, Amsterdam and Hamburg via Singapore, June 8.  
The s.s. *JAPAN*, leaves Kobe June 2nd and is due here June 9.  
The s.s. *NELLORE*, leaves Yokohama June 2nd, is due here via Kobe and Shanghai June 12.  
The s.s. *HELENUS*, leaves Yokohama June 13th, due here via Kobe and Shanghai July 5, and sails for London, Amsterdam and Hamburg, via Singapore, July 6.  
The s.s. *TALITHYBIUS*, leaves Yokohama June 23rd, due here via Kobe and Shanghai July 15th and sails for Liverpool via Manila, Singapore, Genoa and Marseilles, July 12.  
The s.s. *EURYADES*, leaves Yokohama June 1st, and is due here via Kobe and Shanghai June 17.  
The s.s. *PAK LING*, leaves Yokohama July 7th, is due here via Kobe, July 19th, and sails for Liverpool via Singapore and Marseilles July 20.  
The s.s. *BELLEROPHON*, leaves Yokohama Aug. 7, is due here via Kobe and Shanghai, Aug. 23rd, sails for Liverpool via Manila, Singapore Genoa and Marseilles August 24.

## FROM SHANGHAI.

The s.s. *IXION*, leaves Shanghai May 24th and is due here May 24th and leaves for Seattle via Kobe and Yokohama, June 24.